

Asphalt



Asphalt Resurfacing

The parking area(s) will be cleaned of all debris with power blower and broom. Area(s) that will tie in to existing area(s) (i.e., building, concrete sidewalk/dock, etc.) will be sawcut and removed to allow for a smooth transition, this is called butt jointing. All low areas in parking area(s) will have hot asphalt (Binder course) installed to level out parking area(s) to adjust proper pitch. A tack coat will be applied to the area. Hot asphalt (Surface course) will be installed at a certain depth and compacted with a vibrating roller to parking area(s) for positive drainage. A geo-textile (Petro-Mat) can also be installed to parking area(s) which is a non-woven petroleum-based fabric. The geo-textile prevents reflective cracking between the existing asphalt and new asphalt. The fabric acts like a membrane and also gives strength and support to the new asphalt.

(There's a link on the Construction Information page for this material).

Asphalt Removal and Replacement

Area(s) to be repaired will be sawcut and the existing asphalt will be excavated to an approximate depth. The existing sub-grade will be proof rolled and have a tack coat applied to the perimeter of area(s) to guarantee proper bonding. Hot Asphalt will be installed in two different lifts with a vibrating roller compacting the asphalt after each lift to ensure proper compaction.

Pothole Repairs

All debris will be removed from potholed area(s). Hot asphalt will be installed in potholed area and a vibrating roller /plate will compact the asphalt to desired level.