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## ASPHALT CONCRETE - AC

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Often the most expensive part of asphalt maintenance is asphalt repairs. The high cost of materials, the challenge of finding a dump site, and increasing fuel prices make the cost of repairs hard to predict and control. **GBR PAVING** incorporates the latest technologies (such as grind load machines), as well as unique relationships with suppliers to give you a distinct advantage in scheduling and lowest cost of ownership.

**GBR PAVING** is one of the complete pavement maintenance firms, with over 20 years in the business, exceptionally qualified to design, scope, and build the most cost-effective solutions for your budget. We can provide scope that will ensure a quality bid process. Long term planning solutions are just one of the advantages you get with **GBR PAVING** and our asphalt crews can handle any size repair job, including:

- **Remove and Replace** • **Deep Lift Patching** • **Trench Repairs**
- **Pulverization in Place** • **Asphalt Berms** • **Grind and Load**

### AC OVERLAY

An overlay or resurface can be used on an asphalt driveway, parking lot, or roadway. It consists of installing a new layer of asphalt over the existing asphalt and grinding at the transitions (sidewalks, garages, drains, curbs, or other asphalt points). A paving surface can be deteriorated but still maintain structural integrity in which an asphalt overlay is the proper solution. An existing asphalt surface is the best base for new asphalt. Damaged or troubled areas are repaired before the installation of asphalt. Sometimes all that is required is a leveling course, which is a thin layer of asphalt that is installed to take out any dips or low areas before the finishing course is installed. A tack coat is normally applied on the existing asphalt surface to help the new asphalt adhere to the existing surface. An overlay is usually installed at an average depth of 1.5" to 2" inches thick depending on the project. Overlays are normally cheaper in price and deliver same quality and strength as other asphalt options.

### AC REMOVE AND REPLACE

A remove and replace is exactly how it sounds, the existing asphalt is excavated or removed which reveals the gravel base. If there are any areas where the subbase is soft, they will need to be undercut then fine graded to proper grade. An undercut is an area that needs to be fully excavated and backfilled with aggregate. Undercuts usually range in depth but for the most part are 8" inches in depth. After the existing asphalt is removed and the subbase is properly repaired a new layer of asphalt is applied and compacted to proper thickness. A remove and replace is more expensive and should only be considered if the existing driveway are weakened by the structural integrity of the subbase, if there is a drainage issue that needs fixed, or if there are elevation issues. A remove and replace can be a great long-term solution for your asphalt needs.

### PETROMAT

Petromat, a brand name for what is properly termed Pavement Reinforcement Fabric (PRF) Petromat is a non-woven polypropylene fabric. When used in combination with an asphalt tack coat, the Petromat System forms an asphalt membrane interlayer within the pavement section.

This layer acts as a barrier to surface water infiltration and limits softening of the sub grade and freeze-thaw damage, which could otherwise occur. The Petromat membrane interlayer also absorbs stresses, improving resistance to pavement fatigue and reflective cracking.

Its purpose is to retard crack reflection in asphalt pavement overlays, and to retard water penetration into the pavement's sub-grade when cracks reappear, it is not a cure-all for cracks in asphalt pavement. The owner

should expect to see some hairline reflective cracks (cracks above where cracks existed in the prior surface) within the first year of installation. The cracks will increase over time, but the water-retardant properties of the PRF will keep surface run-off out of the structural asphalt base (sub-grade).

**When is it effective?** - When used in common interest developments, PRF can extend a pavement's life for 10 to 15 years. It is also important that the existing asphalt pavement be stable and of an adequate thickness. The edges of the existing pavement must be milled down to accommodate the installation of an overlay. If the existing pavement is too thin or weak to accommodate the milling process and construction process, then a PRF overlay is out of the question. Further, if the existing pavement is too old, excessively cracked, already had a PRF installed, or shows signs of serious sub-grade failure; it is not a good candidate for a PRF overlay. A civil engineer or expert should be consulted to assist in evaluating an existing pavement's eligibility for the installation.

**Is it hazardous?** - PRF is not hazardous to anyone's health. What have become controversial about the material are the difficulties that can be encountered when it is removed. At some point, a PRF will be removed when the entire asphalt section is ground out. Unfortunately, PRF is considered a contaminant. If found in asphalt millings, there will be additional charges for disposal of the material when it is received from the work site, at the asphalt recycling plant. In some cases, it is flat out rejected, causing disposal costs to skyrocket. This is because the PRF melts when heated in an asphalt plant, and it adheres to.

Every driveway is different and factors such as surrounding elevations, drainage and use of paved surface can help determine the correct course of action. Please Contact **GBR PAVING** for an appointment with one of our asphalt professionals to determine the correct solution for your project.

Sincerely,

**WILLIE RESENDIZ**

**President**

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*We specialize in providing  
**PAVING SERVICE SOLUTIONS**  
Tailored to your exact needs!*