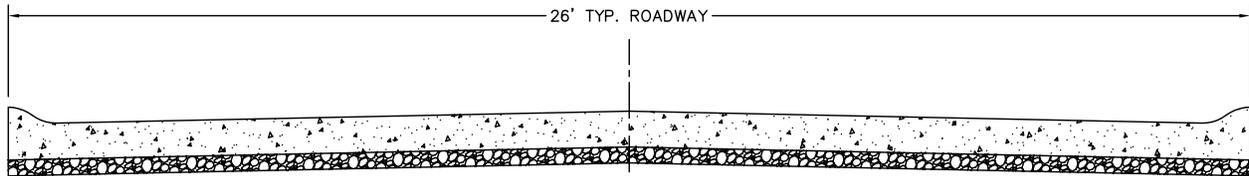


ASPHALT OVERLAY INFORMATION

The City of Hudson performs asphalt resurfacing on both existing asphalt and existing concrete streets. The resurfacing of concrete streets with asphalt is called “Asphalt Overlay” and consists of milling of the concrete street and applying a new, two-inch-thick coat of asphalt overlaid on top of the concrete road base. More information on the asphalt overlay process can be found below

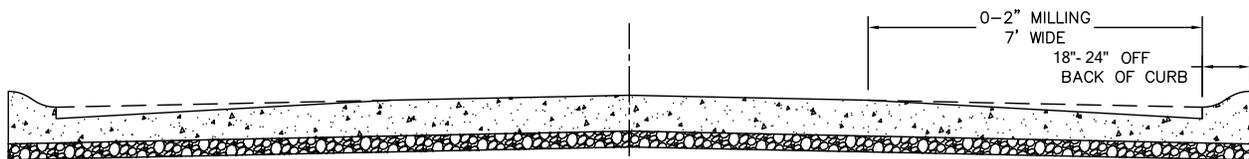
- The asphalt overlay work consist of milling, or grinding off, the existing pavement while maintaining the existing concrete curb. Milling begins approximately 18” from the back of the curbed streets or from the edge of uncurbed streets and is about 2” deep. Where the road being repaired meets an existing roadway, the milling it tapered to alleviate a bump.
- All debris left by the milling process is swept and removed by the Contractor. The City of Hudson inspector will then determine any sections of the concrete road sections that need to be repaired prior to the asphalt overlay being installed.
- Large concrete road base repairs are completed by removing the poor section of concrete (minimum two fee wide) and roadway base. After the failed material is removed, a new stone base is installed, and the void is filled with compacted asphalt base material.
- After all panel and joint repairs are complete, all remaining joints shall be cleaned to a minimum depth of one inch below the roadway surface and then filled with an asphalt joint sealer.
- An initial, half inch layer of asphalt will be placed from edge to edge of the milled area, to create a level surface. Manhole, catch basin and other metal castings in the road are removed and reset at this time to ensure the proper grade for the surface layer of asphalt.
- On the clean leveling surface, the contractor then installs a fiberglass-based membrane over the entire surface. The membrane seals the roadway and alleviates cracks from forming in the new asphalt surface.
- After the membrane has been installed, the final layer of asphalt is placed in a thickness of about one and a half inches thick, or as needed to match the surrounding streets and driveway approaches.
- After the new roadway surface course installed, all edges of the new asphalt are sealed with an asphalt-based crack sealer.
- Please visit the “Asphalt Resurfacing FAQs” link for more information detailed information on the asphalt resurfacing of streets.

ORIGINAL CONCRETE STREET



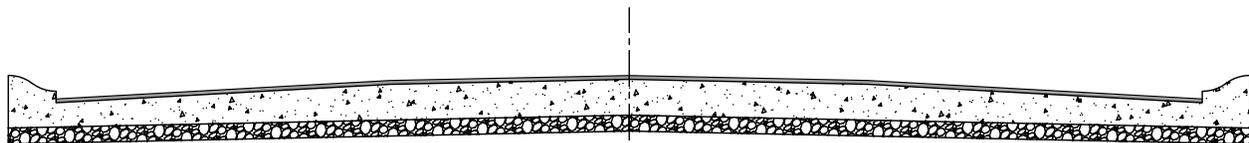
Typical concrete street with damaged joints, cracked slabs, etc. Past repair method consisted of performing full depth concrete repairs with dowels on approximately 40% of the pavement surface and then resurfacing with asphalt to return the street to a useable state and improve the aesthetics.

STEP 1: CONCRETE STREET MILLING



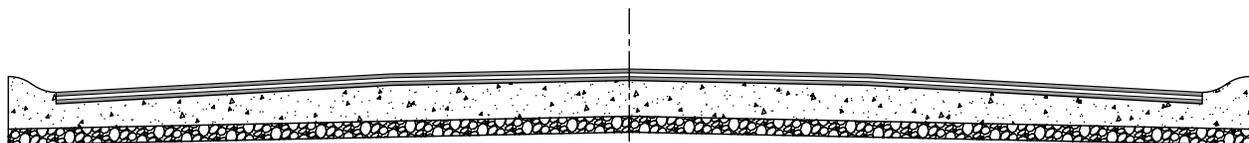
Revised repair and resurfacing method consists of saw cutting curb prior to milling roadway. Once milling is completed the road surface is evaluated for repairs and proof rolled to find any soft subgrade or rocking slabs, only these areas are repaired. Spalled joints, cracks and minor failures are not repaired. Full depth repairs for this method are less than 10% of the pavement surface, this provides a significant time and cost savings over replacing 40% of the concrete.

STEP 2: 1/2\" LEVELING



Once all concrete repairs are completed including any castings, catch basin or curb repairs, the roadway is leveled with 1/2\" of 441 Type I asphalt intermediate course. The leveling course fills any remaining defects, spalled joints or cracks. It also provides a smooth, level surface for the installation of the GlasPave 50 Hybrid Fiberglass pavement interlayer. Large holes or open joints should be filled with asphalt prior to leveling to ensure compaction.

STEP 3: GLASPAVE 50 AND 1-1/2\" SURFACE COURSE



After the leveling course is installed the GlasPave 50 Hybrid Fiberglass interlayer is applied to the surface with PG64-22 Asphalt Cement. The GlasPave 50 provides 50 KN of tensile strength to the pavement to retard the effects of reflective cracking from the concrete pavement below. The GlasPave 50 also acts as a waterproofing layer preventing water from traveling through the pavement and into the subgrade where it can cause frost damage.