

ASPHALT OVERLAY RESTORES DETERIORATING MUNICIPAL ROAD IN MADISON

Project Scope:

Wolf Paving completed a municipal asphalt road overlay to improve the surface of a deteriorating asphalt roadway. The project completed was Meier Road, just off E. Buckeye Road in the town of Blooming Grove.

Client Concerns:

- Cost
- Improvement of surface quality for residents
- Appropriate milling and butt joint creation for a smooth transition surface from old to new

Wolf Paving Solution:

For this municipal road-paving job, Wolf Paving was required to consider the best option for paving to accommodate budget considerations. In addition, Wolf Paving would be tasked with transitioning in the new asphalt surface to the existing road, and residential and commercial driveways along the road.

It was determined that an asphalt overlay would be the best course of action to improve the roadway surface. An asphalt overlay would provide the municipality with 12 – 15 years of durability and cost significantly less than a complete removal and re-installation.

Size of Project:

- 13,333 square yards
- Approximately 100 tons of asphalt for leveling course
- Approximately 1100 tons of asphalt for overlay

Asphalt Type Used:

- DOT specification required E-0.3 9.5 millimeter

Duration of Project:

- 1 day of milling and surface preparation
- 1 day for paving





CASE STUDY: MEIER ROAD, MADISON, WISCONSIN

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Special Project Considerations:

The use of a DOT specified asphalt type could prove difficult from some municipal and commercial paving companies. Fortunately, Wolf Paving owns and operates two asphalt-manufacturing plants. This means that Wolf Paving has the ability to create custom mixes based on the requirements for each unique paving job. In fact, Wolf Paving has a “mix design” for the most commonly requested asphalt types for residential, commercial and municipal paving projects that meet city, state and DOT requirements.

Project Steps:

Leveling course – this process step involved going over the entire asphalt surface to level out dips or humps including: filling potholes, ruts and cracks, and preparing the base surface to adequately support the new asphalt overlay and ensure a quality ride and appearance.

Address butt joints and mill driveways –Wolf Paving was required to consider how the new surface would transition into existing driveways and the existing roadway on each end, called butt joints. Butt joints must be expertly tapered and joined to existing asphalt to ensure that drivers have a smooth transition from old to new surface and so that water drains appropriately.

Tack coat – tack coat is used as a bonding agent between layers of asphalt. Tack coat adheres the existing asphalt to the new asphalt layer proving a solid, secure fit.

Asphalt overlay – the most important step in the process is to overlay new asphalt on the existing surface. For this project, 1.5 inches of custom mixed asphalt was added to smooth the road and provide a lasting solution for a deteriorating roadway.

Final Results:

The customer feedback on the final result was excellent. The project was completed on time and on budget with no unforeseen issues.

