
Pavement Treatment Types

1. Maintenance Treatments

- a. Crack Seal – Applying a band of asphalt liquid between 2 and 4 inches wide over cracks in the pavement.
- b. SST (Surface Sealing Treatment) – Applying an ultra-thin asphalt liquid over the entire asphalt pavement surface to seal out moisture and improve tire grip.
- c. Microsurfacing - A thin overlay about ½ an inch thick that helps seal out moisture, improve tire grip, and add some strength to the road.
- d. Cape Seal – A two-part process that first adds asphalt liquid and loose stone on the existing road surface, and then applies a microsurfacing treatment on top.
- e. Scrub Seal – A two-part process that first adds asphalt liquid with a squeegee and loose stone on the existing road surface, and then applies a microsurfacing treatment on top.
- f. Concrete Repair – Cut out and repair only concrete joints and panels that are failed, but not the whole road.
- g. Full Depth Repair (FDPR) – Cut out and repair only areas of the asphalt pavement that are failed down deep enough to repair the pavement base.

2. Capital Treatments

- a. MF 1" ODOT 424 (Mill & Fill with ODOT Smooth Seal) – Grind off 1 inch of asphalt and pave new 1 inch of Smooth Seal asphalt which is ultra-smooth and helps seal out moisture.
- b. MF 1.5" (Mill & Fill) – Grind off 1.5 inches of asphalt and pave new 1.5 inches of normal surface asphalt in one lift.
- c. MF 3" (Mill & Fill) – Grind off 3 inches of asphalt and pave new 3 inches of normal asphalt in two lifts.
- d. 2" Overlay – Pave new 2 inches of asphalt on top of the existing asphalt surface.
- e. MJ 2" Overlay (Mill, Joint Repair, and Overlay) – Grind of 2 inches of asphalt down the concrete base, perform concrete repairs, and pave new 2 inches of asphalt in one lift.
- f. CIR + Cape (Cold In-Place Recycling topped with a Cape Seal) – Grind up 4-6 inches of asphalt, mix it with new asphalt liquid, lay it back down, and pave a Cape Seal on top.
- g. CIR + HMA (Cold In-Place Recycling topped with Hot Mix Asphalt) – Grind up 4-6 inches of asphalt, mix it with new asphalt liquid, lay it back down, and pave normal asphalt on top.
- h. FDR (Full Depth Reclamation) – Grind up and mix up to 12 inches of existing asphalt and stone base, mix it with new asphalt liquid or cement, lay it back down, and pave normal asphalt on top.
- i. Reconstruction – Dig out and remove all of the existing curbs, pavement, and stone base down to the dirt. Install all new pavement base, pavement, curbs, underdrains, and drive approaches.