WHAT EXACTLY *IS* YOUR PREVENTIVE MAINTENANCE PROGRAM PREVENTING?

TREAT THE PROBLEMS, NOT THE SYMPTOMS WITH *SMOOTHSEAL*

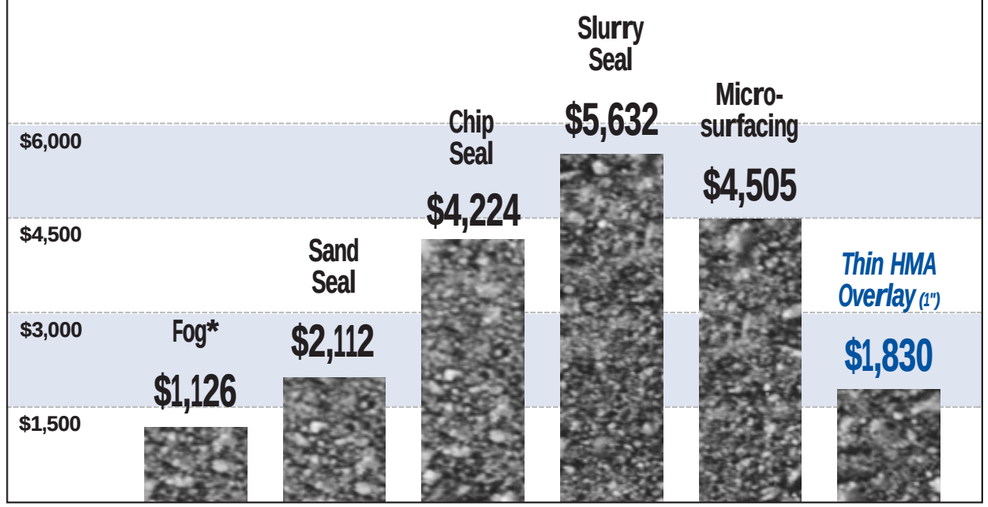
As a pavement reaches about 75 percent of its service life, its rate of deterioration accelerates – sometimes even doubles. Without preventive maintenance over the course of its life cycle, the costs to restore that pavement can more than quadruple.

Smoothseal Makes Dollars and Sense

Most common surface maintenance treatments only delay the inevitable. But a thin overlay of hot-mix asphalt – such as Smoothseal – not only provides a new pavement surface for a fraction of the cost of starting over, it's the only preventive maintenance technique that adds structural value to the roadway, while helping to extend pavement service life.

Smoothseal offers a simple, cost-effective way to maintain roads and streets, as it protects your investment in them. You end up with a stronger, more beautiful pavement that improves the ride quality for drivers and reduces traffic noise for the community.

Cost Per Mile/Year of Roadway of Surface Treatments (24 ft. width)



Information compiled by the Minnesota Asphalt Pavement Association (2001). *Used on structurally sound pavements only.

Just Compare Smoothseal to Common Surface Treatments

	Smoothseal	Seal Coating	Microsurfacing
Increase skid resistance	✓	✓	✓
Minimizes curb loss	✓	✓	✓
Corrects surface distress	✓	✓	✓
Can be applied in one pass	✓	✓	
Increases structural strength	✓		
Improves ride quality	✓		
Improves pavement draining	✓		
Corrects minor rutting	✓		✓
Eliminates dust, loose aggregate	✓		✓
Minimizes delamination	✓		✓

The dense gradation and rich polymer-modified asphalt binder create a very tight, durable surface and make Smoothseal the perfect material for a PM overlay.

What is Smoothseal?

Smoothseal blends high quality aggregates with a polymer-modified asphalt to produce one of the most durable, dense-graded mixes available anywhere. This special formulation delivers distinct advantages in resurfacing applications.

- Increased flexibility – can be placed thin (3/4" to 1" recommended) to save curb reveal. Tapers to zero, accommodating utility access points.
- Improved adhesion of mix to base pavement – prevents delamination.
- Improved mix cohesion – reduces ravelling, even in shaded or moist conditions. Keeps reflective cracks tight, preserving ride comfort.
- Withstands low temperature – resists cracking.

Where should Smoothseal be used?

Thin asphalt overlays like Smoothseal are being used throughout the United States to preserve the life and improve the driveability of all types of pavements. In most cases, it allows use of the roadway while improvements are in progress. Use Smoothseal to:

- Restore a pavement's protective wearing course
- Upgrade the riding quality of deteriorating roads
- Rehabilitate surfaces that have minor traffic rutting, cracking or a slippery texture
- Resurface high-volume roads to add structural integrity
- Fight reflective cracking and preserve ride comfort
- Extend pavement life where tree cover creates shaded and moist conditions
- Avoid traffic delays during application

PROVEN IN THE FIELD, SPECIFIED BY ODOT

Specially formulated for thin applications ranging from 3/4" to 1" thick, Smoothseal has proven very durable in the field and is recognized today as the perfect material for preventive maintenance overlays. It is specified by the Ohio Department of Transportation for use as a hot-mix asphalt overlay (Supplemental Specification 854, Polymer Modified Asphalt Concrete) and is suitable for any and all preventive maintenance situations.

SS 854, Polymer Modified Asphalt Concrete

SS 854 allows for two non-proprietary mixtures. Mix type A is a heavily polymer-modified sand asphalt formulated with an 8 percent asphalt binder content. This rich binder content provides outstanding durability leading to extended wearing course life. Mix type B, also a heavily polymer-modified mixture, has a minimum asphalt binder requirement of 6.4 percent and uses 100 percent crushed coarse aggregate, making it the best choice for heavy duty applications.

Both SS 854 mixtures are suited for the most strenuous of environmental conditions, providing superior resistance to surface disintegration. The requirement of 50 percent minimum silicon dioxide content also ensures good skid resistance.

For more information about Smoothseal and the use of thin HMA overlays, contact Flexible Pavements of Ohio at 888-4HOTMIX or visit us at www.flexiblepavements.org.

Flexible Pavements of Ohio

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An association for the development, improvement and advancement of quality asphalt pavement construction.

At Work Throughout Ohio

State Route 20, Ashtabula County
Paved in 1984, Smoothseal has proven to be durable, skid resistant and require very little maintenance during its service life.

Shelburne Rd., Shaker Heights
Winner of the 2001 Master Craftsman Award! Paved in 1973, Smoothseal has withstood long-term exposure without deteriorating during wet or damp conditions.

U.S. Route 30, Canton
Smoothseal's thin and durable surface course has bonded and sealed the existing surface, preventing further deterioration until major rehabilitation can be done.