

Approximate Costs for type of road work as of 2020

<u>Chip Seal</u>	\$3 Square Yard	<i>warm weather</i>
<u>Crack Fill</u>	\$1.50--\$2.00 per Linear Foot	<i>cool weather</i>
<u>Culverts</u>	\$1000 cleanout. \$3000 replacement + patch repair of road	
<u>Overlay</u>	\$5 per SF (2.5" asphalt placed on top of existing pavement usually using Hot Mix Asphalt)	<i>warm weather</i>
<u>Pothole Repairs</u>	\$10 per SF	<i>warm weather</i>
<u>Road Striping</u>	\$1 per foot and \$500 per 8 FT STOP and limit line	
<u>Re-grading</u>	\$1--\$1.50 per Linear Foot	
<u>Shoulder Backing</u> 2'wide of road base	\$2 per LF (or more if more base needed) try for 2" thick &	
<u>Seal Coating/Slurry #2</u>	\$0.50 per SF street, airfield, parking lot Type II slurry uses 1/4" aggregate and is commonly used to seal, correct moderate to severe raveling, oxidation damage and loss of matrix, as well as improving skid resistance. It is used for moderate traffic.	<i>cool weather</i>

Aggregate Base (AB)

Aggregate base is a construction material typically composed of different sizes crushed rock capable of passing through a 20 millimetres ($\frac{3}{4}$ in) rock screen. This is the sub-base layer of an asphalt roadway and is spread and compacted to provide a stable base for further layers of aggregates or asphalt pavement. Aggregate base course is often referred to as ABC.

Hot Mix Asphalt (HMA)

HMA (classified as "flexible") is a combination of approximately 95% stone, sand, or gravel bound together by approximately 5% of asphalt cement, a product of crude oil. Asphalt cement is heated aggregate, combined, and mixed with the aggregate at an HMA facility. The resulting Hot Mix Asphalt is loaded into trucks for transport to the paving site. The trucks dump the Hot Mix Asphalt into hoppers located at the front of paving machines. The asphalt is placed, and then compacted using a heavy roller, which is driven over the asphalt. Traffic is generally permitted on the pavement as soon as the pavement has cooled.

Overlay

An overlay is any operation that consists of laying approximately 2–2.5 inches HMA over an existing pavement structure to help prolong life of the road. When constructing an overlay, the old surface is typically milled or ground off. ... Any minor structural deficiencies are then repaired.