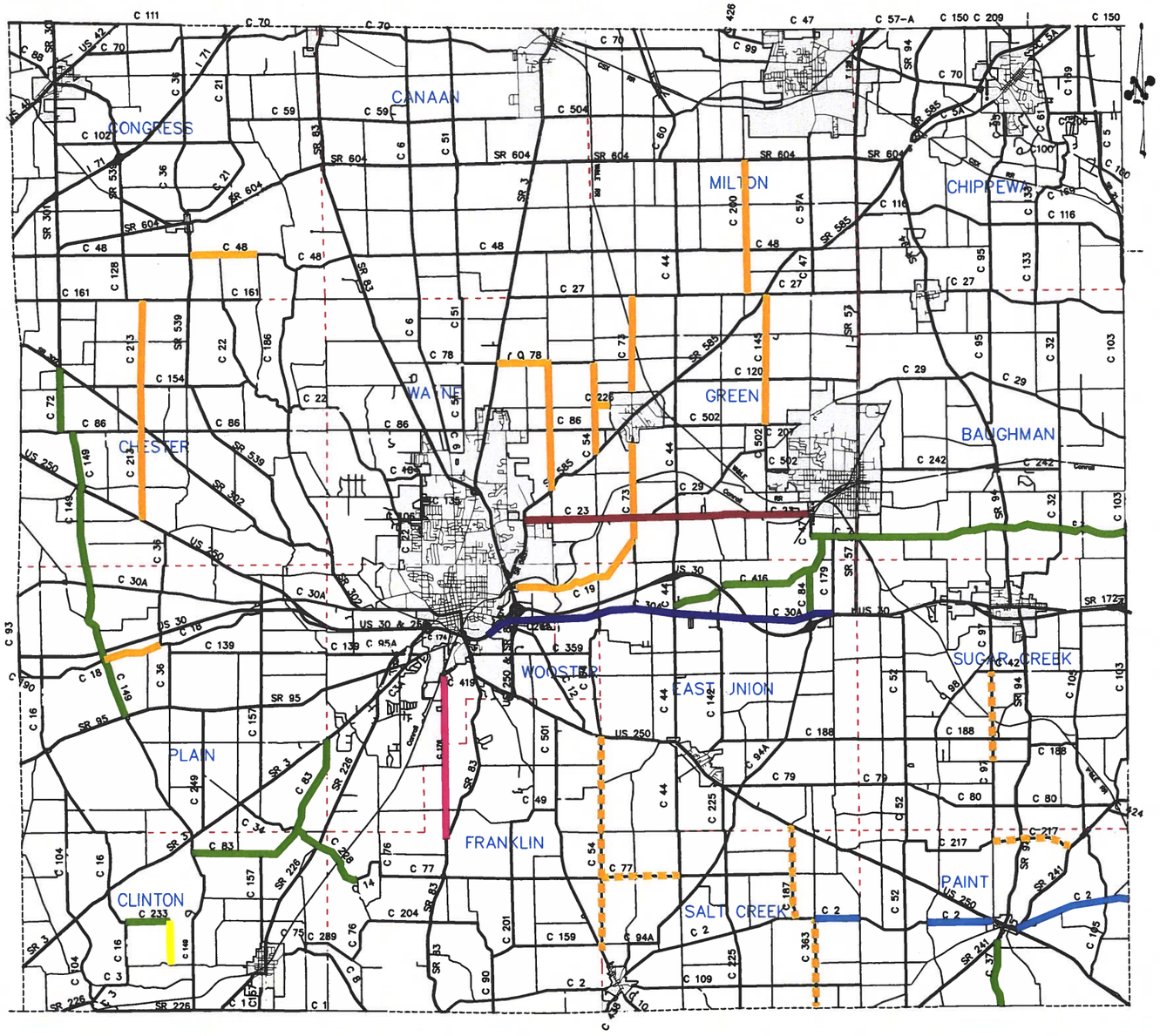
2022 Wayne County Roadway Maintenance Forecast

SCALE in MILES

0 1/2 1 2 3 4

VISIT THE WAYNE COUNTY ENGINEER'S WEBSITE FOR ADDITIONAL INFORMATION.
www.wayne-county-engineer.com



Updated: 01/11/2021

DRAG PATCH (29.26 MI)

Drag patching consists of applying a thin overlay of hot mix asphalt (<1") six feet wide to areas of distressed pavement. It may also be used to level rutted pavements and fix buggy horse troughs. This maintenance procedure is performed in-house by the County Highway Department.

CONTRACT SCRATCH PAVE (5.19 MI.)

Scratch paving consists of applying a thin overlay of hot mix asphalt (approx. 1") to the full width of the roadway. This process is used to re-establish the crown of the road to aid in proper drainage of the pavement. This maintenance procedure may be performed in-house by the County Highway Department or contracted to outside companies.

IN-HOUSE CHIP SEAL (26.23 MI.)

Chip seal is a two part process. The "Seal" portion consists of applying a heavy coat of seal oil to the roadway surface in order to seal the pavement against water infiltration. The "Chip" portion consists of the application of #8 stone to provide wear protection to the seal and skid resistance for traction. This maintenance procedure may be performed in-house by the County Highway Department or contracted to outside companies.

CONTRACT CHIP SEAL (14.64 MI.)

Chip seal is a two part process. The "Seal" portion consists of applying a heavy coat of seal oil to the roadway surface in order to seal the pavement against water infiltration. The "Chip" portion consists of the application of #8 stone to provide wear protection to the seal and skid resistance for traction. This maintenance procedure may be performed in-house by the County Highway Department or contracted to outside companies.

LPA OVERLAY (7.33 MI.)

An LPA overlay consists of a 2" minimum overlay of hot mix asphalt. These overlays are constructed using funds from the State and local funds. There may be additional roadside work associated with these projects, such as pavement milling, pavement widening, and berm construction. These projects are always contracted to outside companies.

MOTORPAVE (4.94 MI.)

Motor pave consists of a 2" thick cold mix asphalt layer with a chip seal applied to its surface. Cold mix asphalt remains flexible at a wider range of temperatures and has the ability to "self-heal" when cracks develop in its surface. This process requires special equipment and is always contracted to outside companies.

RECLAMATION (1.02 MI.)

Reclamation, or Full Depth Reclamation, is the process of rebuilding a failed roadway structure. The existing roadway is ground up and "tilled" together with additional material to strengthen the sub-base of the roadway. This new sub-base is graded and compacted to provide a properly crowned roadway and a double chip seal is applied to the surface. This process requires special equipment and is always contracted to outside companies.

MILL AND FILL 2" (3.85 MI.)

Mill and fill is the process of removing the upper layers of an asphalt pavement to remove top down cracking and re-establish the pavement cross slopes. Following milling a hot mix ashphalt overlay of 2" thickness is applied to the roadway surface. This process requires special equipment and is always contracted to outside companies.

REPAIR AND CRACK SEAL (5.86 MI.)

Repair and crack seal projects consist of performing partial depth spot repairs of the existing roadway surface and sealing all cracks with a liquid asphalt crack sealer. these operations are performed as preparation for more extensive surface treatments the following year. This process requires special equipment and may be performed in-house by the County Highway Department or outside companies.