Thickness question:

We appreciate your question regarding Ace Asphalt's recommended demolition depth of 4 inches and an asphalt replacement of 3 inches on -- Schools. There are a couple of indicators noted by Ace Asphalt that identified on these sites that indicate an asphalt surface thicker than the usual 3 inches. It is evident that the original asphalt surface was paved over with an additional layer of asphalt to cap the deteriorated surface. In asphalt terms, this is called an "Overlay". Indicators noted by Ace Asphalt are reduced curb reveal. Typically, a site in its original state has roughly 6 inches of curbing showing (known as reveal). Once it has been overlayed, we see a 4.5 – 5 inch reveal. Also, there are often areas where the overlay "delaminates" and the overlayed section breaks off exposing the original surface. Lastly, it is common to see unusual cracking in the overlayed lot or drive lane and larger cracks in the original asphalt pavement appear at the surface of the overlayed section as a pair of cracks that form small pockets where the asphalt pops free from the original surface. All three of these tell-tale signs were evident to varying degrees on the schools in question.

As result, the original 3 inch surface and the 1 – 1.5 inch overlay must be removed prior to applying the new paving. The new 3 inch pavement will match that of the original and will typically drain and wear as it did originally when the site was built.

Utility Concerns:

There were questions raised regarding the "adjustments" of utilities on the sites. We believe that there is a misunderstanding regarding what that term means as it relates to these projects. In projects of this nature, it is standard industry practice to lower the existing manholes, sewer clean-outs, water valves and the like below the working surface to prevent damaging the utilities. The large and aggressive equipment used in the demolition, grading and paving process would likely damage these utilities if they are left at the surface, even if the contractor takes reasonable care.

The utilities are marked or "tied-off" on the site to enable the crews to re-locate them once the paving process is completed. At that point, a small section of the asphalt surface is opened directly above the utility that has been lowered and the utility is adjusted to the proper height and a concrete ring is placed around the utility. The concrete ring minimizes the likelihood of traffic in the lot or drive from damaging the utility access and lid.

It seems there may be a misinterpretation that these utilities are being moved or relocated in the process and that is not the case. The contractor is merely following industry "best practices" to minimize damage to the existing utilities on the site during the demolition.