



## NEW ROAD™ - What is it?

-*New Road* is an overlay that has been developed, tested, and produced exclusively by Pitlik & Wick, Inc. to give customers a cost effective, yet durable, longer-lasting alternative to current pavement maintenance practices. *New Road* is intended to be used on local township roads, county roads, as well as private and commercial developments. *New Road* can provide customers 7 to 12 years or more of extended service, dependent upon the underlying base conditions at a fraction of the price of reconstruction.

-*New Road* is Hot Mix Asphalt (HMA). It is produced using the same equipment that conventional HMA utilizes. Certain parameters of the mix have been altered to achieve a superior performing blend. This allows the mix to be placed at a decreased thickness while still performing very well. *New Road* has been designed to be highly flexible and durable. The mix has an asphalt content that is approximately 15% - 20% higher than conventional HMA mixes. The mix utilizes stone on stone contact, the use of additives to suspend the asphalt within the mix, as well as a high asphalt film thickness coating the aggregate. *New Road* also utilizes highly fractured stone faces and is made using high quality aggregates. All of these factors make *New Road* the ideal mix for an asphalt overlay because the mix is highly resistant to reflective, thermal, and fatigue cracking.

-Conventional HMA mixes are not specifically designed to achieve optimum performance as a HMA overlay. Conventional mixes are designed to be used in conventional situations, such as a surface course over good base material. *New Road* was developed for use as a pavement maintenance technique and is specifically intended to be used as an overlay over existing HMA that is in various states of disrepair. Agencies can specify *New Road* as part of their pavement maintenance plan.

-*New Road* should be specified for roads that need improvement, but there are not available funds to authorize a complete reconstruction. Two miles of a *New Road* overlay would cost approximately the same as one mile of reconstruction. Pitlik & Wick's staff of Civil Engineers can discuss advantages, disadvantages and select whether *New Road* would be a viable option, or if another method would be more cost effective.



Photo of *New Road* Hot Mix Asphalt construction

-If *New Road* is selected for a project, the same equipment used in conventional HMA production and lay down is still used, with only minor changes to allow for the unique properties of *New Road*.

-If the condition of the underlying road is quite rough, a wedge layer should be placed first to correct drainage and slope problems and to provide a smoother ride.

-*New Road* adds a significant contribution to a pavements structure, i.e., *New Road* is making the roadway stronger. Chip Seal, Slurry Seal, Slag Seal, and various other forms of pavement maintenance DO NOT significantly add to the structure-they simply provide a wearing surface.

If your road looks like this.....



then call our staff of Engineers today!  
(715)479-7488

## NEW ROAD™ can save customers thousands of dollars

### Typical Pavement Maintenance & Rehabilitation Costs, \$/Mile

Reconstruct (6" CABG, Pulverize, 3" HMA, Shoulder)

- \$160,000 - \$180,000\*

Reconstruct (6" CABG, Pulverize, 2-1/4" HMA, Shoulder)

- \$130,000 - \$150,000\*

*NEW ROAD* Overlay (1-1/2" *New Road* HMA, Shoulder)

- \$65,000 - \$100,000\*

Chip Seal (6" CABG, Pulverize, Double-layer Chip)

- \$50,000 - \$65,000\*

\*Dollar amounts are projected FY 2010 and are only estimates.

"*New Road*™ adds a significant contribution to a pavement's structure... other forms of pavement maintenance DO NOT..."

"The mix has an asphalt content that is approximately 15% - 20% higher than conventional HMA mixes."

### BENEFITS OF NEW ROAD™

- Reduce life cycle costs
- Enhance pavement structure
- Reduce rate of deterioration
- Designed to achieve optimum performance as an overlay
- Smoother ride
- Little impact to residents and traffic
- Utilizes recycled products
- Fixes drainage issues
- Reduces permeability of roadway
- Corrects surface deficiencies
- Quick construction
- Environmentally Responsible
- 15% - 20% More asphalt than conventional HMA





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Butt Joint Milled for Smooth Transition Prior to Resurfacing



W. Lost Lake Road/St. Germain - Before Resurfacing



W. Lost Lake Road/St. Germain - New Road Overlay



Safar Road/Three Lakes - Wedge Layer Prior to Resurfacing



Safar Road/Three Lakes - New Road Overlay

**WARRANTY:** Pitlik & Wick, Inc. will warranty this product to be free of defects in workmanship and material for a period of three years from the date of construction. Warranty will include routing and filling all cracks greater than 1/4" average opening at the end of this three year period by Pitlik & Wick, Inc. at no cost to the owner. The crack filling operation will be performed at anytime in the construction season following the third winter. Pitlik & Wick, Inc. will not be held responsible for distresses caused by natural disasters, accidents, vandalism, non-legal loads, excessive damage from snow plow equipment, or other factors beyond the control of contractor.