

2027 General Guidance and Estimating Examples

General guidance

- #402 LVT is an Intermediate Course; LCEO recommends immediately applying a surface course after applying #402 LVT.
- #404 LVT is a Surface Course
- LCEO recommends installing butt joints as feather joints can deteriorate quickly.
- LCEO recommends fog sealing newly chip sealed roads with higher traffic counts.
- LCEO recommends applying rejuvenating sealer to newly paved roads.
- LCEO recommends applying chip seal before significant micro-cracking occurs. LCEO recommends the first chip seal be performed 5 years after asphalt resurfacing with #404 LVT. Chip seal every 5 to 8 years thereafter. Crack seal before chip sealing as needed.
- LCEO recommends chip sealing roads with horse and buggy traffic within 2 to 4 years of applying #404 LVT.

Rejuvenating sealer

- A spray of cationic rejuvenating agent composed of petroleum resin oils and water applied to the road surface
- Seals hairline cracks, restores oxidized components of asphalt, improves flexibility of asphalt, and extends the life of the pavement
- Performed by a contractor (contractor also performs traffic control)
- Estimated at \$1.33 per square yard

Fog sealing

- A spray mixture of asphalt emulsion and water applied to the road surface
- Helps seal surface, retains aggregate, and better public reception vs. chip seal only
- Preliminary studies show it extends chip seal life by one year
- Performed by the LCEO
- Township to perform traffic control (LCEO may be able to perform for additional cost)
- Estimated at \$0.28 per square yard without traffic control

Chip sealing

- Apply liquid asphalt and then apply small aggregates; compact; sweep excess stone
- Seals hairline cracks, improves roadway friction, and extends the life of the pavement
- Studies show it extends pavement life 5 to 7 years
- Performed by a contractor (contractor also performs traffic control)
- Estimated at \$1.74 per square yard

Estimating examples

- Prices are based on 2027 construction using ODOT's forecast of a 6.25% increase from 2026 pricing.
- All below examples are based on using a sample road section that is 1 mile long and 15' wide.

#402 LVT: \$142.64/TON: Apply 2" of 402 LVT: $[5,280' \times 15' \times (2''/12)]/27 \times 2 \text{ TON/CY} = 978 \text{ TON}$
TON ▶ $978 \text{ TON} \times \$142.64/\text{TON} = \$139,502$

#404 LVT: \$146.62/TON: Apply 1.5" of 404 LVT: $[5,280' \times 15' \times (1.5''/12)]/27 \times 2 \text{ TON/CY} = 734 \text{ TON}$
TON ▶ $734 \text{ TON} \times \$146.62/\text{TON} = \$107,619$

Each milled butt joint = \$500

#617 berm, Type A: \$63.75/ton: 2' x 2" berm on both sides: $[5,280' \times 2' \times (2''/12)]/27 \times 2 \text{ TON/CY} = 133 \text{ TON per side}$. $133 \text{ TON} \times 2 \text{ sides} = 266 \text{ ton}$ ▶ $266 \text{ TON} \times \$63.75/\text{ton} = \$16,958$

Rejuvenating sealer: \$1.33/square yard: $[(5,280' \times 15')/9] = 8,800 \text{ SY} \times \$1.33/\text{SY} = \$11,704$