

APS History

Mr. Robert Capoferri started Asphalt Paving Systems (APS) in Hammonton, NJ in 1985. He worked hard to build a strong construction company with highly skilled crews, state of the art equipment and a quality line of asphalt emulsions products. APS' work has spanned the globe from our East Coast Region of the United States, to ports overseas, to the Azures in Portugal.

Now, in its fourth decade under the ownership and direction of Bob Capoferri, APS is active in Microsurfacing, Chip Sealing, Cape Seal, Fog Seal, Scrub Seal, NovaChip, Crack Sealing, Full Depth Reclamation, Cold In-Place Recycling and Heavy Highway Services in New Jersey, New York, Pennsylvania, Delaware, Maryland, Georgia and Florida.



www.asphaltpavingsystems.com

Locations

Hammonton NJ
PO Box 530
Hammonton, NJ 08037
T (609) 561-4161
F (609) 567-2824

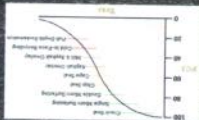
Tampa FL
9021 Wire Rd
Zephyrhills, FL 33540
T (813) 788-0010
F (813) 788-0020

Lehighton PA
595 Mill Rd
Lehighton, PA 18235
T (570) 386-3797
F (570) 386-3798

Cocoa Beach FL
250 Paint St
Rockledge, FL 32955
T (321) 632-6552
F (321) 632-6395

Middle Island NY
372 Middle Country Rd
Middle Island, NY 11953
T (631) 205-0060
F (631) 205-0073

Savannah GA
6789 GA Hwy 67
Brooklet, GA 3415
T (912) 800-3980
F (912) 653-2039



RECYCLING - REHABILITATION

MAINTENANCE - PRESERVATION

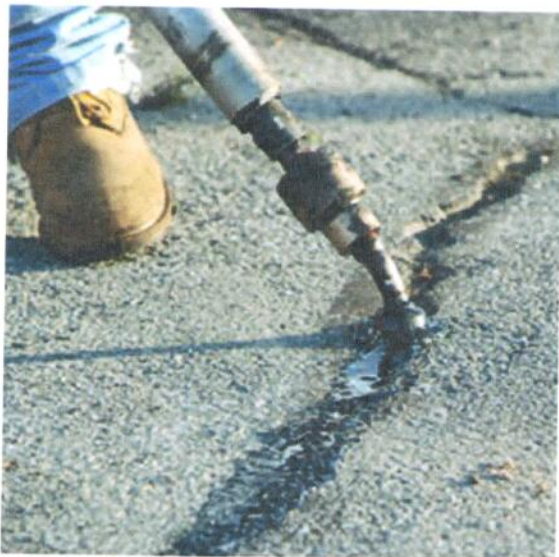
- Aggregates not dried or heated during mixing cold process
- Emulsion does not require heat during storage, handling & mixing
- Reduced energy consumption = less emissions
- Less aggregate and binder compared to mill & fill
- Eliminates need to haul and dispose of old pavements.
- Studies show Microsurfacing uses:
 - 40% less primary energy
 - 50% fewer resources
 - 45% less greenhouse gas emissions

GREEN Technology

CRACK SEAL

Cracking in pavements occurs when a stress is built up in a surface layer that exceeds the tensile or shear strength of the pavement causing a fissure or crack to open. Crack sealing and crack filling are methods which can be used to repair these cracks in pavement surfaces.

Crack Seal is a polymer modified rubber blend that produces a strong yet flexible repair to pavement cracks and construction joints. Ultimately, when applied at the right time, this seal will help keep water out of the sub base yielding longer pavement service life.



Benefits:

- Limits water infiltration
- Protects underlying pavement
- Reduces effects of freeze/thaw cycles

Micro Joint repair can be used to repair longitudinal cracking.

Life Extension: 1-3 years Crack Seal
5-8 years Micro joint



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FOG SEAL

Fog Seal is a light application of a diluted slow-setting asphalt emulsion to the surface of an aged (oxidized) pavement surface. Fog seals are low cost and are used to restore flexibility to an existing HMA pavement surface. They may be able to temporarily postpone the need for a surface treatment or non-structural overlay.



Benefits:

- Cost Effective
- Prevents Further Raveling
- Improved Appearance

Life Extension: 1 - 2 years



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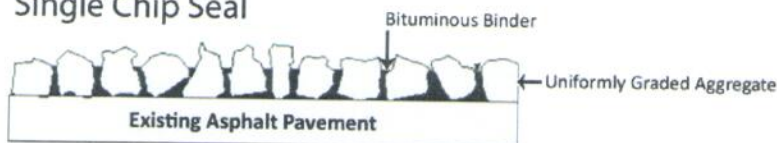
CHIP SEAL/HIGH PERFORMANCE CHIP SEAL

Chipseal is a pavement surface treatment that combines one or more layers of asphalt emulsion with one or more layers of fine aggregate. Chip Seals are typically used on rural roads carrying lower traffic volumes.

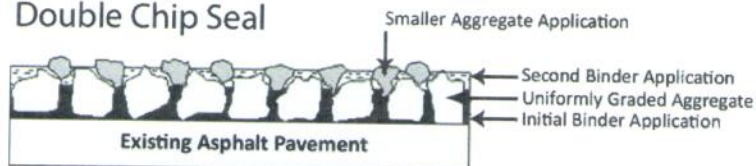
This Technique is to seal the pavement with an impermeable and skid resistant layer wearing course

- Application of asphalt emulsion followed by a uniformly graded chip
- Wearing course for medium to low traffic levels.
- Can be used as temporary wearing course for granular bases
- Hot rubber binder application for medium to high traffic levels

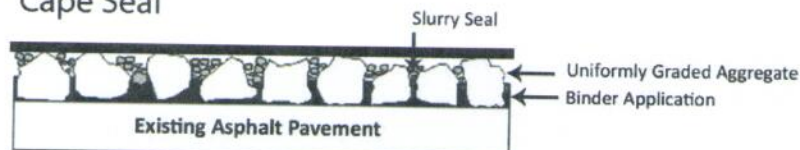
Single Chip Seal



Double Chip Seal



Cape Seal



The Cape Seal process is when a Microsurfacing or Slurry seal application is placed over the Chip Seal.



Applications:

- Hot Rubber Binder
- Pre coated aggregate options
- Single, double and cape seal combination.
- Various aggregate sizes are used based on project requirements.
- Can use polymer modified emulsions to increase performance and service life.
- **Green Technology**

Life Extension: 3-6 year dependent on application.
Cape Seal 6-10 years



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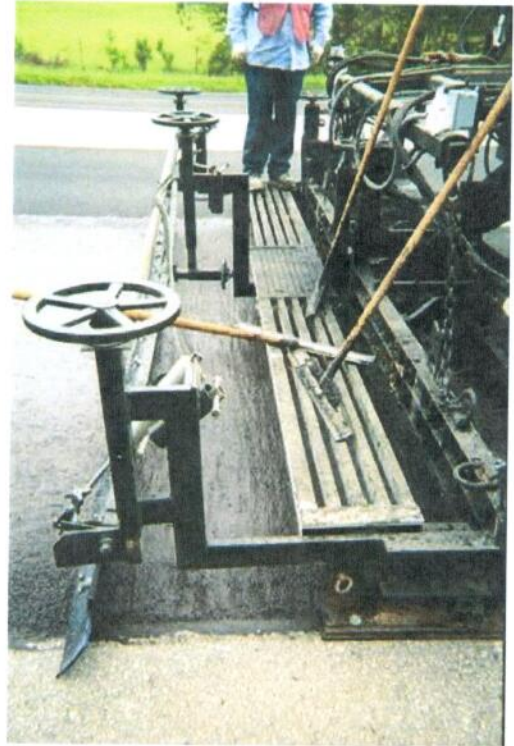
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MICROSURFACING/HIGH PERFORMANCE SLURRY SEAL

Microsurfacing is the most effective pavement preservation technique used on roads that have started to show signs of aging, cracking, oxidation, and other minor distressing.

By preparing the existing asphalt with crack seal and and/or necessary base repairs, road owners are able to dramatically reduce reflective cracking and eliminate base failures caused by superficial moisture intrusion.

This powerful pavement management tool gives road owners the ability to maintain their existing pavements at a higher level of service, for a longer period of time, at a lower overall cost!



Microsurfacing Application

- Residential/County Roadways
- Highways/Interstates
- State and Metro Parks
- Airport Runways and Taxiways
- Large Commercial and Industrial Lots
- Intermediate Course for Leveling/Binding
- Micro joint repair
- **Green Technology**

Life Extension: Single Application

5-8 years

Double Application

6-10 years



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EMULSION PRODUCTS

Asphalt Paving Systems is an approved supplier of Emulsions for NJDOT, NYDOT, PennDOT, DelDOT, MDDOT, GDOT and FLDOT State work.

Tack Coats

- CSS-1
- CSS-1H
- CRS-1
- CRS-1H
- AET-C
- High Performance Trackless Tack

Chip Seal

- CRS-2
- CRS-2PM
- CRS-2N (for Road Patchers)

Microsurfacing

- CSS-1HPM
- CQS-1HPM

Slurry Seal

- CSS-1H
- CSS-1HPM

Fog Seals

- CSS-1H
- Joint Bond (for centerline rumble strips)
- Parking Lot Sealing

Other Products Available Upon Request

Pick-up or Delivery Services Available



Hammonton, NJ



Tampa, FL



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ULTRA THIN OVERLAY

Ultra Thin Overlay is a high-performance surface course over either asphalt or concrete pavements. The one-pass construction process consists of a heavy application of polymer modified asphalt emulsion membrane followed by an ultrathin HMA, both placed by a single machine. The thick polymer membrane seals and protects the surface and provides superior bonding of the ultrathin mix to the pavement.



Ultra Thin Overlay Asphalt is

- Specific dense grade asphalt mix
- High quality aggregate
- Mixes typically placed $\frac{3}{4}$ " to 1" thick
- Polymer modified binders

Benefits:

- Minimal loss of curb reveal
- Traffic can be returned to normal quickly
- Maintain overhead clearances

Typical Application Rates:

Gradation	Depth Min	Yield range *
Type (A) 1/4 in.	3/8 in.	45 to 65 lbs/sy
Type (B) 3/8 in	5/8 in.	55 to 75 lbs/sy
Type (C) 1/2 in.	3/4 in.	65 to 85 lbs/sy



Life Extension: 8 - 10 years



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COLD IN PLACE RECYCLING

When roadways begin exhibiting significant failures in the asphaltic surface and underlying base material, Cold In-Place Recycling (CIR) is often the most cost effective reconstruction method available. CIR allows road owners to recycle 100% of the existing asphalt and a predetermined portion of the base if necessary.

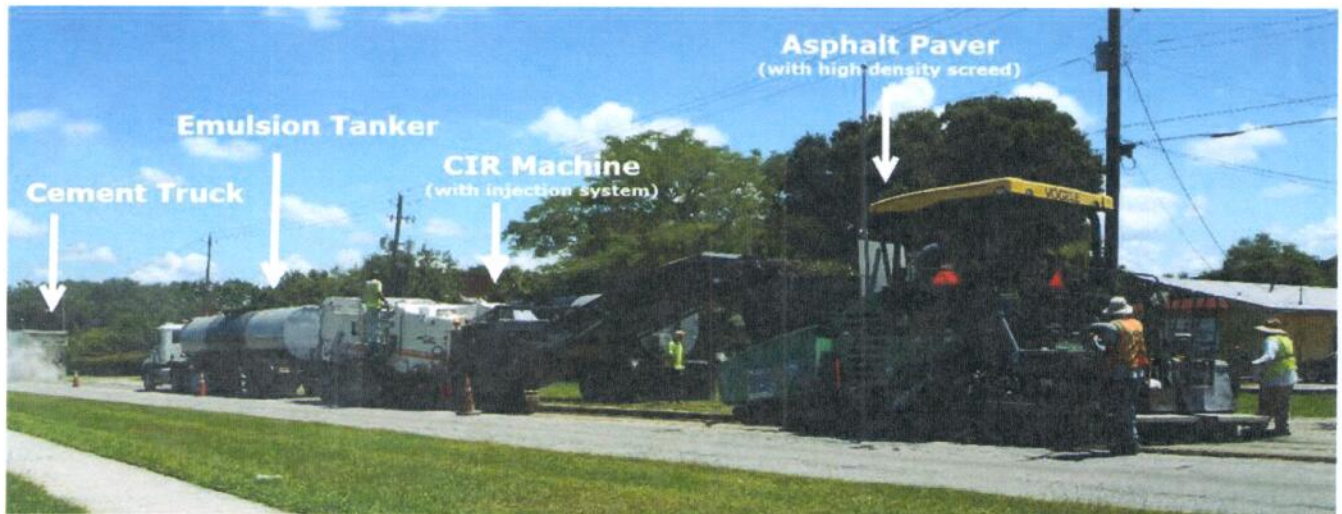
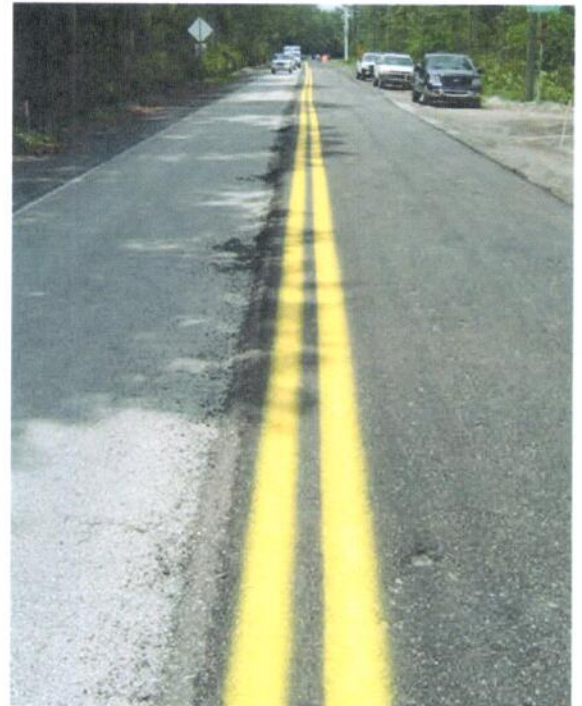
By recycling and reusing materials that the owner has already purchased, CIR offers a much more cost effective and environmentally friendly approach to roadway widening and/or reconstruction.

Additives include Asphalt Emulsion, Foamed Asphalt, Lime and Cement.

Benefits:

- Reuses existing materials
- Minimizes disruption to public
- Cost effective widening strategy
- Removes cracking network
- Adds significant structural integrity
- **Green Technology!**

Life Extension: 10 - 15 years



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FULL DEPTH RECLAMATION

Roadways that show signs of significant asphalt distress and substantial base failure often require Full Depth Reclamation (FDR). The FDR process involves pulverizing the entire asphaltic surface and underlying base material while injecting the appropriate additive(s) to depth of 8-12 inches.

FDR is a high production, low impact, low cost reconstruction method that allows road owners to recycle existing materials, eliminate disposal costs, improve ride quality, increase structural strength, and reduce the agency's carbon footprint.

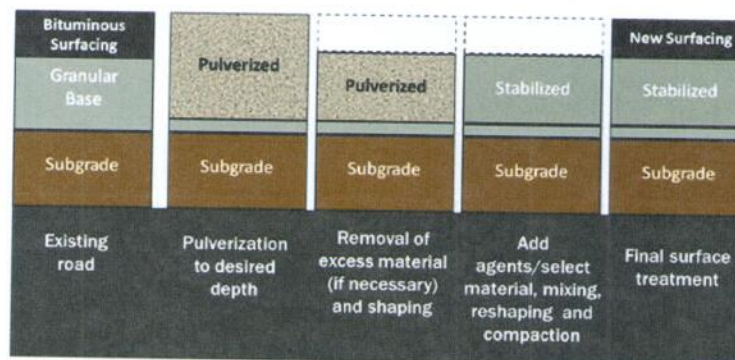
Stabilizing Agents:

- Asphalt Emulsions
- Portland Cement
- Hydrated Lime
- Calcium Chloride

Benefits:

- Reuses existing onsite materials.
- Simplifies road widening projects.
- Adds significant structural integrity
- Removes entire cracking network
- Saves taxpayer dollars
- **Green Technology**

Life Extension: 10-15 years



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