

You only pour concrete once if you do it right. That is as true for a small front walk as it is for a full residential driveway in London, Ontario. The trick is that the concrete you see on day one is only half the story. The performance you get in the third winter depends on things you will never see again after the trucks leave: the base, the mix, the joints, the curing, and the weather windows the crew picked. When you hire a contractor, you are really hiring their judgment on all of that.

I have spent years watching concrete succeed and fail around Southwestern Ontario. London has a particular mix of lake effect snow, freeze-thaw cycles, clay-heavy subsoils, and vigorous spring rains. It is a punishing combination for slabs that carry cars, de-icing salts, and the weight of a winter that feels twice as long as it is. Choosing the right crew and process for concrete installation services here is not just a matter of price per square foot. It is a matter of whether you will be resealing happily in year five, or staring at pop-outs, scaling, and cracks that multiply each season.

## **What “right” looks like for a London driveway**

Before you even start interviewing companies for concrete driveways London Ontario, calibrate your expectations. A good slab in this climate is not brittle, nor ugly, nor overbuilt. It is the result of several compatible choices.

The base must be non-frost susceptible and well compacted. Around London, native soils can swing from silty loam to dense clay. Clay holds water, and water expands when it freezes. That is how driveways heave, then settle out of level. A proper crew removes organics, digs to stable subgrade, and installs 6 to 8 inches of compacted Granular A or similar material. On soft or mixed soils, a geotextile separator under the base keeps fines from pumping up into your gravel.

Thickness and reinforcement matter more than people think. For a residential driveway London Ontario that sees regular passenger vehicles and the odd moving truck, I recommend 5 inches as a minimum, and 6 inches at the apron near the road or where vehicles turn. Wire mesh alone rarely stays centered in the slab once workers step on it. Chairs and rebar grids perform better, especially across joints, transitions, and where slabs meet garage floors. Reinforcement does not eliminate cracking, it controls it.

The mix needs air and strength, not just cement content. In our freeze-thaw zone, you want an air-entrained mix in the 5 to 8 percent range. That micro-bubble structure gives freezing moisture room to expand without exploding the surface. For driveways, I like a 32 MPa mix, sometimes 35 MPa for exposed aggregate or heavy traffic. Higher strength is not always better, but tighter paste and lower water-cement ratios are. Finishers should add as little water as possible on site. If you see crews throwing water on the surface to “help” the trowel, you are buying surface scaling later.

Joints are the roadmap for cracks. Concrete wants to crack, and it will take the path you suggest. Control joints need to be cut to a depth of at least one quarter of the slab thickness. For a 5 inch slab, that is 1.25 inches minimum. Spacing should be roughly 24 to 30 times the slab thickness in inches, which means joints every 10 to 12 feet for typical driveways. Against your garage slab or foundation, you want isolation joint material so the driveway can move without binding. Skipping or skimping on these details often shows up in year two when that first heavy frost hits after a wet fall.

Curing is not optional in Ontario. Concrete gains its durable surface by staying moist in the early days, not by baking in the sun. Membrane curing compounds help, but in hot or windy weather, wet curing under plastic or curing blankets preserves moisture and reduces plastic shrinkage cracking. In the shoulder seasons, insulating blankets can hold in heat

when night temperatures dip. Poured on a cool October afternoon without blankets, a slab can freeze before it reaches initial set. You will not see that right away, but you will live with the consequences.

Sealers are a line of defense, not a fix. London uses de-icing salts on roads. When that brine runs off your car, it soaks the slab. In permeable concrete with the right air content, a penetrating silane or siloxane sealer adds protection by repelling water while allowing vapor to escape. Film-forming acrylics can look rich on stamped concrete, but they trap moisture and can peel in winter. Ask your contractor how they schedule sealing. Penetrating sealers typically go on after 28 days, once the slab has matured.

## The local realities that shape a good decision

City bylaws and site conditions in London influence design choices whether contractors discuss them with you or not. A reputable company brings these up early.

Driveway widths and curb cuts are regulated. Widening a driveway often triggers rules for maximum width at the curb, distance from street trees, and the share of front yard that can be hard surface. If you plan to replace a single-car drive with a double-width, your contractor should check the City of London's zoning and boulevard bylaw. Cutting a new curb typically involves a permit and coordination with the city or a licensed contractor approved for municipal work.

Drainage has to be planned, not left to where water happens to go. Many older London lots slope toward the house. The new slab needs a consistent fall away from the garage, usually in the range of 1 to 2 percent, so water drains to the street or side yard swale. If your lot is tight, trench drains at the garage opening or a perforated drain along the side can save you from pooling. I have seen flawless finishes ruined by standing winter brine. It stains, penetrates, and starts the freeze-thaw cycle right where you least want it.

Utility locates are free and mandatory. Ontario One Call provides locates at no charge, and most crews will not dig without them. Gas lines can be shallower near older houses, and a bobcat tooth can find them fast. Any contractor who shrugs off locates to start sooner is telling you how they treat other steps you cannot see.

Trees and roots are not neutral players. London's mature neighborhoods are filled with maples and oaks that lift sidewalks. If large roots are near the drive, root pruning and root barriers might be needed, and you should involve an arborist if you care about the tree's health. Slabs poured tight to an aggressive root system are in a slow fight they usually lose.

Weather windows in London stretch from April through October most years, with a sweet spot in May-June and September for quality finishing and controlled cures. Summer pours can be excellent with the right hot-weather practices, like earlier start times, set-retarding admixtures, and wind breaks. Late fall work can be fine with blankets, but you pay for that readiness in labor and materials.

## What to ask before you sign

Here is a tight checklist I use with homeowners planning concrete driveways London or other flatwork. It separates polished sales talk from a real process.

- What thickness, base depth, and reinforcement will you use, and how will you keep the steel centered?
- What concrete mix design do you order for driveways in London, and is it air entrained? Who supplies it?
- How do you handle joints and isolation at the garage slab, and what is your typical joint spacing?
- What is your curing plan for hot, windy, or cold days, and who checks the forecast the night before?
- What warranty do you offer on workmanship, and what is excluded, especially regarding de-icing salts?

If they answer in specifics, not generalities, you are on the right track. If you hear vague lines like "we always pour thick" or "we use the best mix," ask for numbers. A capable foreman can describe their process like a recipe.

## Pricing that makes sense, and what affects it

Homeowners ask for cost per square foot as if it settles things. In reality, you will see a range for concrete driveways London Ontario from roughly 14 to 22 CAD per square foot for a straightforward broom-finish driveway, and 20 to 35 CAD per square foot for decorative finishes like exposed aggregate or stamped concrete. Those are ballpark figures for typical access, moderate tear-out, and 5 to 6 inch thickness. They swing based on several drivers.

Access dictates labor. A tight side yard where everything must be wheelbarrowed, or a backyard pour behind a fenced lot, adds crew hours. Removing an old asphalt or concrete drive can be simple or turn into a two-day battle with thick slabs over poor base. Subgrade stability can require extra base material and compaction. Reinforcement choices add cost, and so does better joint layout if cutting must be done with a clean wet saw instead of random lines.

Decorative work is an art with a learning curve. Exposed aggregate in our region can look stunning, but the wash and reveal require timing and temperature awareness. Stamped patterns need enough crew to work the surface while it is still plastic, which means more hands on site and better scheduling. You are paying for that choreography. If a stamped job is cheap, it is often because they plan to rush it or cut corners on sealer quality.

Do not forget soft costs. Disposal fees, permit costs for curb cuts, and sod restoration add up. A professional bid should itemize them, or at least name them clearly enough that you are not surprised on the final invoice.

## **Contract structure and Ontario protections**

Good contracts save friendships and projects. For residential work in Ontario, you do not need a law degree, but you should insist on certain basics. The scope should spell out square footage, thickness, base depth, reinforcement, finish, joint plan, and any decorative treatments. The schedule should identify a target window, with clear notes about weather contingencies. The price should outline deposit, progress payments, and final payment.

I encourage homeowners to hold back 10 percent for 45 days after completion. The Ontario Construction Act allows for liens by unpaid subcontractors or suppliers. A holdback offers protection while any surprise claims surface. Reputable contractors understand this convention and work within it. If a company objects strenuously, ask why.

Confirm insurance and worker coverage. In London, a legitimate company carries general liability insurance, often 2 million CAD or more, and has WSIB coverage for their crew. Ask for a certificate. Crews working without coverage are not rare, and that exposure can land on you if someone gets hurt.

Change orders are where goodwill goes to die if left unwritten. If you ask for a thicker apron, a widened pad next to the garage, or a last-minute shift to exposed aggregate, it should go on a signed change order with price and time effects. Everyone feels better when expectations match invoices.

## **Evaluating portfolios and references**

Photos on a website help, but they hide the hard truths. Look for close-ups of joints, edges, and transitions. A well-finished edge tells you a lot about pride. Ask to see work that is at least two winters old. That is when scaling shows up if the mix was poor or curing neglected.

Call references, but skip the generic superfan list. Ask for one job that went smooth and one that had a hiccup. Everyone has had a rainstorm that pushed a pour or a ready-mix delay that bunched up the schedule. What you want to hear is how the contractor communicated and resolved it. A homeowner who says, "They called the night before to move the pour and brought blankets the next day, and the driveway looks great," is giving you the truth you can use.

When possible, drive by a finished project. Exposed aggregate and stamped surfaces look different in person than on a phone screen. Check if the slab drains. Spray a little water and see if it runs off. Look for clean saw cuts at consistent intervals. If they meet at corners carefully, you are seeing a crew that lays out a plan, not just reacts.

## **Design choices that age well in London**

Broom finish, exposed aggregate, and stamped patterns all have a place. For high-traffic or shaded drives that see a lot of freeze-thaw, a medium broom finish offers grip, sheds water, and forgives small surface bruises from winter shovels or a dropped jack stand. It also avoids the sealer maintenance cycle of some decorative systems.

Exposed aggregate holds up nicely when the mix is right and the reveal is timed. The texture hides minor stains and gives traction. It wants a penetrating sealer to resist winter brine. If a contractor proposes a glossy acrylic as the first and only sealer layer, ask about breathability and slip in wet weather. Acrylics have their place as a sacrificial wear coat on stamped patios, but they can make a north-facing driveway slick in fall.

Stamped concrete can look like stone at a fraction of the cost, but it demands the most care and maintenance. The relief texture collects water, and the color hardeners and antiquing agents highlight that relief, especially after sealing. If you

love the look, plan for resealing every 2 to 3 years and careful snow removal. I have watched a steel-bladed plow carve arcs into a stamped surface in one winter. Poly blades and a light hand make a big difference.

Coloring options include integral color, shake-on hardeners, and post-cure stains. Integral color runs through the slab and ages gracefully. Shake-on hardeners densify the surface with pigment, which can improve abrasion resistance but needs an experienced finisher to avoid streaks. Acid or water-based stains after cure can add nuance on patios, though less common on driveways.

For custom concrete work beyond the driveway, London homeowners often tie in walkways, porch caps, or borders that break up a large expanse. A simple 18 inch exposed aggregate border around a broom-finished field can elevate the look without pushing you into full decorative maintenance.

## **How a strong day on site unfolds**

A well-run pour looks almost boring because the choreography is so tight. Crews arrive early to review forms and base, staking and checking slopes with a laser. Reinforcement is set on chairs, not tossed into the form as trucks back up. The finisher has their tools laid out, the joint plan chalked on forms, and the saw ready for early entry cuts where specs call for it.

The ready-mix truck arrives with the specified air entrainment and slump. On hot days, you might see a set retarder in the mix. Workers do not spike the drum with water to loosen the load. The placement is steady, with vibrators used sparingly to avoid segregating aggregate. Screeding and bull floating happen once, not with repeated reworking that bleeds water to the surface.

Timing controls the finish, not impatience. On a breezy July afternoon, I have seen crews tent a slab with shade cloth to slow evaporation. They start curing compounds or wet curing as soon as the surface can take it without marking. In fall, as soon as joints are cut and the surface can be covered, out come the insulated blankets if the forecast merits them.

By the time you get home from work, it already looks like a driveway. The difference shows up weeks later when early entry saw cuts sit clean and tight, and six months later when the slab drains perfectly after a February thaw.

## **Maintenance that actually matters**

Even the best concrete benefits from a small routine. Stay off the slab with vehicles for at least 7 days, and if temperatures run cool, give it 10. Avoid de-icing salts the first winter. Use sand for traction. The chemistry of new cement paste is still maturing, and salt can start a cycle of scaling that never quite stops.

Rinse the driveway in late winter to wash off road brine. Penetrating sealers reapplied every 3 to 5 years make a measurable difference. Look for products that list silane or a silane-siloxane blend. They absorb into the concrete rather than forming a film on the surface.

Shovel with plastic or rubber-bladed tools. If you use a snowblower, raise the skids a notch to avoid grinding the surface. Grease or oil stains do not harm concrete structurally, but they can leave shadows. A mild degreaser and hot water does more than pressure washing, which can etch the surface if overdone.

## **Red flags I would not ignore**

Cheap and cheerful bids show up every season. Some are fine, many are not. Watch for contractors who quote sight unseen after a quick phone call. If they do not walk the site, check slopes, and poke at the subgrade, they are gambling with your slab. If a company will start next week in the busy season when everyone else is booking three to six weeks out, ask how. Sometimes it is genuine availability. Sometimes it is churn.



References that only include jobs from the last month do not tell you about performance through winter. A warranty that covers only cracks greater than a finger's width and excludes almost everything else is not exactly a vote of confidence. Warranties in concrete are narrow for good reasons, but language can be fair. A one to two year workmanship warranty that covers improper base prep, joint layout, or finish defects, while excluding scaling from salts, is a reasonable middle ground.

Watch the pour itself if you can. A crew that dumps mesh on the base, then "lifts" it as concrete is placed, is not centering the steel. Finishers adding water to the surface to keep it workable are diluting the paste. That water rises and leaves a weak skin that will flake under winter.

## How to shortlist and decide

For homeowners comparing concrete installation services across London, here is a simple path that keeps you in control.

- Meet at least three contractors on site, not just by phone, and discuss base, thickness, reinforcement, mix, joints, finish, curing, schedule, and price in that order.
- Ask for one address to see a job more than two winters old, and another address done in the last 60 days.
- Request a written scope with drawings or at least a marked-up plan view that shows joint layout and slopes.
- Verify WSIB and liability insurance certificates, and confirm whether they use employees or subcontract all labor.
- Set a payment schedule with a modest deposit, progress draw after tear-out and base prep, and final payment after completion and cleanup, with a 10 percent holdback for 45 days.

That process may sound formal for a driveway, but it sorts out pros from pretenders fast. The best crews appreciate it because it sets expectations.

# A quick story from a February thaw

Two winters ago, I stopped by a house in Oakridge where we [more info](#) had poured a 6 inch broom-finish driveway the previous August. The homeowner called, worried about water pooling near the garage. It had been a warm day after a week of salt and slush. We sprayed a hose across the pad. Water ran to the street in clean sheets. The “pooling” was a shallow damp patch where the garage door seal met the slab. No structural issue, just a spot where a thicker gasket would fix a draft. What mattered to me was the surface. No scaling, no pop-outs, just a uniform broom texture that still had crisp edges. That is what good mix, joints, and curing buy you.

Contrast that with a call I took in early spring several years back in the Old South. The homeowner had hired a low bid, and the driveway looked fine in September. By March, there were coins of surface paste popping off - classic scaling - especially where car tires had dripped brine. The crew had finished with extra water and no curing on a windy day. The damage was not repairable. We tore it out and started again, thicker, with air-entrained 32 MPa and a curing plan. Expensive lesson.

## Bringing it all together

If you are searching for concrete driveways London, or you need broader concrete installation services that include walkways, steps, or custom concrete work like borders and exposed accents, focus on process and proof. In this city, success comes from the unglamorous parts: solid subgrade, smart reinforcement, air-entrained mixes, clean joints, attentive curing, and maintenance that suits our winters. A contractor who can talk through those items plainly, show you work that has survived a few freeze-thaw cycles, and write a contract that matches the conversation, is worth more than any flyer promise.

London is a good place for concrete if you respect the climate and the details. Spend your energy choosing a contractor who does both, and your driveway will carry you through snow, salt, and summer storms without becoming a project you revisit every spring.

## NAP

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Tuesday: 8:00 am - 6:00 pm

Wednesday: 8:00 am - 6:00 pm

Thursday: 8:00 am - 6:00 pm

Friday: 8:00 am - 6:00 pm

Saturday: 8:00 am - 6:00 pm

Sunday: [Not listed – please confirm]

**Google Maps (long URL):** <https://www.google.com/maps/search/?api=1&query=Ferrari%20Concrete%2C%205606%20Westdel%20Bourne%2C%20London%2C%20ON%20N6P%201P3>

**Map Embed (iframe):**

**Logo URL:** <https://www.ferrariconcrete.com/wp-content/uploads/2023/12/423A0786-F561-4AC7-B20A-DF2D6D5A155A.png>

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Ferrari Concrete is a family-owned concrete contractor serving London, Ontario with residential, commercial, and industrial concrete work.

Ferrari Concrete provides plain, coloured, stamped, and exposed aggregate concrete for driveways, patios, porches, pool decks, sidewalks, curbing, and garage floors.

Ferrari Concrete operates from 5606 Westdel Bourne, London, ON N6P 1P3, Canada (Plus Code: VM9J+GF) and can be reached at 519-652-0483 for project consultations.

Ferrari Concrete serves the London area and nearby communities such as Lambeth, St. Thomas, and Strathroy for concrete installations and upgrades.

Ferrari Concrete offers commercial concrete services for parking lots, curbs, sidewalks, driveways, and other site concrete needs for facilities and workplaces.

Ferrari Concrete includes decorative concrete options that can help homeowners match finishes and patterns to the look of their property.

Ferrari Concrete provides HydroVac services (Ferrari HydroVac) for projects where hydrovac excavation support may be a fit.

Ferrari Concrete can be found on Google Maps here: <https://www.google.com/maps/search/?api=1&query=Ferrari%20Concrete%2C%205606%20Westdel%20Bourne%2C%20London%2C%20ON%20N6P%201P3>

# Popular Questions About Ferrari Concrete

## What services does Ferrari Concrete offer in London, Ontario?

Ferrari Concrete provides a range of concrete services, including residential and commercial concrete work such as driveways, patios, porches, pool decks, sidewalks, curbing, and garage floors, with finish options like plain, coloured, stamped, and exposed aggregate.

## Does Ferrari Concrete install stamped or coloured concrete?

Yes—Ferrari Concrete offers decorative finishes such as stamped and coloured concrete. Availability can depend on scheduling, season, and the specific pattern/colour selection, so it's best to confirm details during an estimate.

## Do you handle both residential and commercial concrete projects?

Ferrari Concrete works on residential projects (like driveways and patios) as well as commercial/industrial concrete needs (such as curbs, sidewalks, and parking-area concrete). Project scope and site requirements typically determine the best approach.

## What areas does Ferrari Concrete serve around London?

Ferrari Concrete serves London, ON and surrounding communities. If your project is outside the city core, it's a good idea to confirm travel/service availability when requesting a quote.

## How does pricing usually work for a concrete project?

Concrete project costs typically depend on size, site access, base preparation, thickness/reinforcement needs, drainage considerations, and finish choices (for example stamped vs. plain). An on-site assessment is usually the fastest way to get an accurate estimate.

## What are Ferrari Concrete's business hours?

Hours listed are Monday through Saturday from 8:00 am to 6:00 pm. Sunday hours are not listed, so it's best to call ahead if you need a weekend appointment outside those times.

## How do I contact Ferrari Concrete for an estimate?

Call [\(519\) 652-0483](tel:519652-0483) or email [info@ferrariconcrete.com](mailto:info@ferrariconcrete.com) to request an estimate. You can also connect on [Facebook](#), [Instagram](#), and [YouTube](#). Website: <https://www.ferrariconcrete.com/>

## Landmarks Near London, ON

Ferrari Concrete is proud to serve the [London, ON](#) community and provides concrete contractor services. If you're looking for concrete contracting in [London, ON](#), visit Ferrari Concrete near [Budweiser Gardens](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers residential and commercial concrete work. If you're looking for concrete contractor help in [London, ON](#), visit Ferrari Concrete near [Victoria Park](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and provides decorative concrete options like stamped and coloured finishes. If you're looking for decorative concrete in [London, ON](#), visit Ferrari Concrete near [Covent Garden Market](#).

Ferrari Concrete is proud to serve the [London, ON](#) community and offers concrete services for driveways, patios, and walkways. If you're looking for concrete installation in [London, ON](#), visit Ferrari Concrete near [Western University](#).

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