

Put your pavement to the test



What you don't know
about your pavement may
be costing you money

Preventive Maintenance is the
key to making your pavement
investment last

Check it out

*A point guide system to help you evaluate the
condition of your pavement and increase its value*

NEYRA[®]



This brochure will help you:

1. Understand the reasons pavement life is shortened
2. Evaluate your pavement's condition and maintenance needs
3. Give you ideas on how you can extend the life of your asphalt

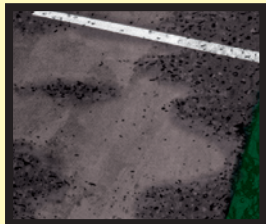
Circle the number that best describes the condition of your pavement for each type of problem area

(1 = NONE and 5 = EXTENSIVE)



Raveling

The ongoing separation of aggregate particles from the pavement's surface



Cause: Water penetrates unprotected pavement surface.

Repair: Sealcoating will prevent raveling.

Prevention: Application of sealer after new asphalt has cured.

1 2 3 4 5



Polished Aggregate

Aggregate in pavement has been smoothed resulting in slick, unsafe surface



Cause: Repeated traffic polishes aggregate.

Repair: Use a special bonding primer to gain adhesion.

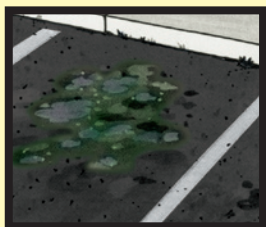
Prevention: Regularly scheduled application of sand slurry sealcoat.

1 2 3 4 5



Gas & Oil Stains

Unightly stains that weaken the surface



Cause: Gas and oil dripping from vehicles.

Repair: Depending on severity, patching or the application of special oil resistant bonding primer prior to sealcoating.

Prevention: Sealcoat over oil resistant primer as quickly as possible after new asphalt has been laid.

1 2 3 4 5



Cracks

Alligator, shrinkage, longitudinal & reflection
Interconnecting or cracks spaced evenly apart and fairly parallel



Cause: Various factors may be the cause: pavement movement, shrinkage of asphalt mix due to oxidation, weak or weathered joints, extreme temperature changes, and/or surface layer movement.

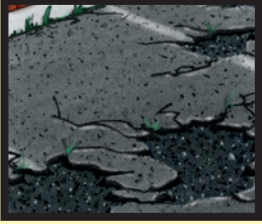
Repair: Alligatored areas need to be removed and replaced. Random cracks should be repaired with a crack sealant prior to sealcoating.

Prevention: Depending on the type of cracks your pavement has, proper prevention varies. Ensure proper pavement installation, consider the use of reinforced fabric prior to surfacing, timely crack filling, sealcoating, sealer applications.

1 2 3 4 5

Potholes

Bowl-shaped holes of various sizes



1 2 3 4 5

Cause: Poor drainage, insufficient pavement thickness, negligence of crack sealing and sealcoating.

Repair: Full-depth asphalt repair.

Prevention: Proper construction, timely crack sealing, sealcoating.

Grade Depressions

Localized low areas that are limited in size, often indicated by standing water



1 2 3 4 5

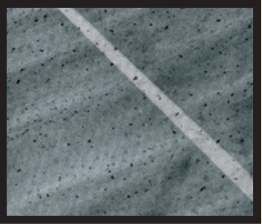
Cause: Traffic may be heavier than the pavement was designed for, or a localized subsurface drainage problem may exist.

Repair: Based on field inspection, either correct drainage problem and repair pavement, or correct grade by localized leveling.

Prevention: Proper pavement design and construction with emphasis on traffic load and drainage.

Corrugation or Rutting

A fairly regular pattern of wave-like bumps



1 2 3 4 5

Cause: Lack of stability in asphalt layer.

Repair: Removal and replacement of pavement.

Prevention: Proper pavement design and construction.



How does your pavement stand up?

Take a minute to add up the numbers you circled.

Your total will give you a basic idea of how urgent your maintenance needs may be.



Total Points

7-14 EXCELLENT CONDITION

The secret to protecting it from future deterioration is to sealcoat. The sealer serves your pavement much in the same way as paint protects the wood and other exposed surfaces of your building. Without the paint, wooden areas will rot; likewise, without the pavement sealer your asphalt will deteriorate from the influences of the elements and chemicals at an accelerated rate.

15-21 GOOD CONDITION

Usually, you'll find that pavement in this state is characterized by random cracks of up to 1/2-inch in width, and raveled aggregate. The key to remedying these pavement problems is to professionally clean the cracks, removing any vegetation, and fill the cracks with an industrial grade crack filler. After the cracks are filled, the lot should be covered with an asphalt overlay or a sealcoat to prevent further damage.

22-28 FAIR CONDITION

This pavement may contain random cracks, raveled aggregate, depressions, local alligator areas, potholes and/or upheaval. The first step in saving this paved area is to construct a full-depth asphalt repair where needed, taking care to resolve any problems with the subgrade, restoring the areas to the proper cross-section by applying a leveling or wedge course, which is an asphalt layer of variable thickness. Cracks should be filled and finally, an asphalt overlay or sealcoat should be applied.

29-35 POOR CONDITION

If your pavement has numerous, severe problems, the most efficient way of dealing with it may be to repave. Before doing this, you'll want to make sure problem-causing conditions, such as poor drainage or inadequate underlying soil conditions are corrected. Once the asphalt is laid, you should protect your pavement from needless deterioration by having it sealcoated. With proper maintenance, you'll find your new pavement to be a lasting addition and enhancement to your property investment.



What you don't know about your pavement may be costing you money

Parking lots and adjacent paved areas are costly expenditures for commercial property owners. Getting the longest life possible from your asphalt surface makes good business sense. Fortunately, it's an investment you can protect easily through standard monitoring and maintenance.

Why pavement fails

Basically, the job of pavement is to provide a smooth, even seal over soil— a surface that makes it easy and pleasant to visit and work at your property. A common myth is limit the amount and weight of traffic using your pavement and it's guaranteed to last and last. The reality is that traffic is only a minor player in the destruction of your asphalt surface.

These are the real culprits of surface deterioration:

- The ultraviolet rays of the hot sun cause oxidation and the aggregate material to protrude from the surface, making the pavement rough. The surface becomes brittle, cracks develop and the pavement deteriorates.
- Gasoline, oils, and jet fuels dissolve asphalt causing it to soften – or even worse – fail.
- Water in the underlying soil may make it unable to resist even ordinary loads. As the soil yields way, the pavement begins to crack and deteriorate. As time goes by, freeze-thaw cycles widen the cracks, letting in even more water and the problem continues to worsen at an accelerated pace.

The best way to get the most life out of your pavement begins with selecting a qualified contractor to install the pavement and conducting life-preserving maintenance. You should periodically evaluate your paved surfaces to see what work is needed to prolong its life.



Preventive maintenance is the key to making your pavement investment last

Only one thing will maximize your pavement's life—preventive maintenance. This means minor defects must be identified and repaired early, before major repairs are needed. It means sealing your pavement to keep out deteriorating elements and chemicals.

Preventive maintenance is important because even though small fissures in the pavement are rarely noticeable, they may develop into serious defects if not repaired early.

Cracks and surface breaks may occur in only a few days time in an under-designed pavement under heavy traffic. If the underlayment can't accommodate it – especially in the presence of water – your surface will fail.

One way to stop small fissures from developing into large problems is to have your pavement periodically inspected by a professional. Minor defects can be repaired before they deteriorate into pavement failures requiring major maintenance expenditures. Preventive maintenance should start soon after asphalt has been installed to add many years to its life and reduce the chances of problems developing in the future.

Now that you have some idea of the maintenance needs of your pavement, you'll want to talk to a professional about your options. Your local pavement professional would be happy to arrange a convenient time to thoroughly inspect your pavement – and it's absolutely free.

Upon completion of the inspection, you will receive a written Pavement Maintenance Evaluation Report on your property.

