



Understanding Sealcoat

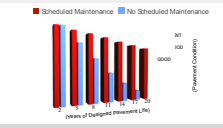


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Pavement Condition Index




Scheduled Maintenance **No Scheduled Maintenance**

A Scheduled Program of Pavement Maintenance, That Includes Sealcoating and Crack Filling, Will More Than Double the Life Cycle of Your Asphalt Pavement and Provide Maximum Curb Appeal.



Sealcoating



Crack Filling

Sealcoating and Crack Filling is a fraction of the cost of repairing or replacing asphalt pavement.

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Why Does Asphalt Pavement Deteriorate?



Left untreated, asphalt pavement will deteriorate rapidly. The asphalt binder (glue) that holds the pavement together begins to oxidize and weather soon after installation. Moisture penetrates the asphalt causing damage and deterioration to the pavement. Oil, gas and salt causes further damage to the pavement surface. All of this environmental distress is why asphalt goes from a newly laid fresh black appearance to a drab, aged, oxidized gray appearance.



Chemical Damage



Moisture Damage

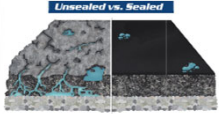


UV & Oxidation Damage

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Sealcoating Protects and Beautifies Asphalt Pavement



Unsealed vs. Sealed

Sealcoating replenishes the binder that is lost through weathering and aging and provides a barrier to moisture intrusion as well as ultraviolet rays, chemicals and salt.



Sealcoating
After Sealcoating

And just as important, sealcoating beautifies pavement; enhancing the image and curb appeal of commercial properties, home driveways, roadways and more. Sealcoating provides a rich, black "like new appearance" to otherwise drab and worn out pavements.

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Coal Tar Vs. Asphalt Emulsion

| | |
|---|---|
| <ul style="list-style-type: none"> • Closed ringed hydrocarbon • Ultra Violet, water, oil, and fuel resistant. • Dries quickly that can be open to traffic but will take longer to fully cure. • Typically cut with approximately 30-35% water. • Recommended to always have sand and additive for skid resistance and durability. | <ul style="list-style-type: none"> • Open ringed hydrocarbon • Initially water and Ultra Violet resistant. Can allow small penetration as the sealer wears off. • Remains flexible to prevent check cracking. • Immediately cured when dry. • Typically cut with approximately 15-25% water. • Highly recommended to have sand and additive in the finished mix to improve on premature wear and add to water and UV resistance |
|---|---|

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Application Process

- Surface Preparation
- Patching
- Crack Filling
- Sealcoating
- Pavement Marking and Line Striping

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Surface Preparation

- CLEAN, CLEAN, CLEAN!!
- Remove Heavy Debris
- Edge and Remove Vegetation
- Blow Pavement Clean
- Treat Oil Spots

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Pothole Repair - Avoiding Costly Liabilities



Potholes represent an annoyance to vehicle traffic and a serious tripping hazard to pedestrians. To avoid potential liability, potholes should be filled immediately upon discovery with either cold patch or hot mix material. Filling potholes is a relatively easy and inexpensive process.

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Crack Filling - A Major Component of a Successful Pavement Maintenance Program



Moisture intrusion into and through cracks in pavement is a leading cause of base erosion and pavement failure, including alligatoring (severe cracking) and potholes. Crack filling prevents moisture intrusion into pavement cracks by providing a water-proof barrier.



Asphalt Pavement
Base Materials
Unfilled Cracks



Asphalt Pavement
Base Materials
Filled Cracks



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Sealcoating

Although there are different techniques for application they all finish one way. Getting the sealer on the pavement.


Two Sprays,
Squeegee/Brush-
Spray,
One Squeegee/Brush.



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Questions?



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