

2780 MARY AVENUE  
ST. LOUIS, MO 63144-2796



PH (314) 962-3145  
FAX (314) 962-8650

## Subdivision Trustee/ Commercial Parking Lots

Below please find some quick tabs, these can be useful in educating yourself as to some of the terms, process and methods available for your subdivision. Please remember these terms are *general in nature*.

**Asphalt Repairs**: once the specific areas are located and sized it must be determined which type of repair may be most suitable. Distressed areas may be saw cut, milled or removed by backhoe or skid loader.

Depending on the type of damage the area(s) may require the excavation of old base material and even the underlying soil. The depth or thickness of the base stone plays a key role in the final repairs durability.

A quality repair should yield a smooth “patch” flush with the adjacent pavement areas.

***Asphalt Repairs (2)*** surface patching, skin patch or overlay patching are common terms for a less expensive repair. This type of repair should be considered temporary and can work well for a short term need. This repair is simply a veneer of asphalt placed over a distressed area.

**Asphalt Overlay**: as an example- if an asphalt surface is structurally sound yet shows signs of age (some defined cracks, grey or oxidized color and perhaps minor depressions or birdbaths) it may be a candidate for an overlay.

This is a common renewal that can yield great long term results, the pavement is cleaned, tack coated for adhesion and paved with a new surface.

**Note**: Know what you are buying! Example: a 2 inch overlay should mean 2 inches of asphalt *AFTER* compaction, this should be stated in your quote.

**Asphalt Leveling Course**: often a road surface or parking lot can be slightly rutted or contain mild depressions, depending upon the circumstances, repaving may be possible. This may require installing a leveling, scratch or wedge course first.

The surface is tack coated and the paving machine applies asphalt, depositing material in the low spots while scratching over the high spots.

The result is a “leveled out” surface that can now be paved correctly.

**Re-construction**: also known as remove and replace. Sometimes you simply need to start over, the basic footprint of the area meets the needs but the pavement is shot! All of the asphalt is removed from the base rock, this can be completed by milling or backhoe and skid steer machines.

In most cases 2 inches of new rock is added to the old base, graded and compacted prior to the new asphalt surface.

**Milling:** (a machine or attachment specifically designed to grind asphalt to a specified depth) *Full depth* milling can be used during re-construction, *partial depth* milling is used for removing layers and is helpful when completing an asphalt overlay. *Spot milling* (various locations) can be used full depth or partial when completing patching repairs on a large surface.

**French Drains:** Correcting water problems.

Our geographic area is prone to springs, various clay soils and oversaturation due to irrigation systems. Often times we encounter wet areas on parking lots and streets, the evidence can be seen as white chalky (base rock) pushing thru cracks, brown or green moss or simply an area that just never dries out.

Installing a French drain under the paved surface allows “pressure relief” channeling the water to an exit point, to daylight or directly fitted to a sewer drain. The result eliminates soft pavement prone to constant repairs and continual decay of surrounding pavement, this process also decreases liability from slip hazards.

## **Protective Durable Surface Treatments:**

**Chip & Seal over pavement:** (cannot be applied over an asphalt seal coated surface)

Coatings are designed to protect and offset the damage caused by sun, salt, snow and freeze thaw cycles as well as moisture.

Chip & Seal coatings are extremely effective for protecting an asphalt street that has begun to show its age but is still in solid condition.

This system incorporates a thick, hot poly-emulsion coating applied thru a computer controlled distributor truck.

As soon as the emulsion application is applied, a computer controlled chipping machine follows applying the specified aggregate at a prescribed rate. The aggregate is then pressed into the oil with a pneumatic rubber wheeled roller.

The result is a well-protected, durable paved surface offering superior traction during inclement weather. The best part! Downtime and inconvenience is practically nonexistent.

Tips to consider:

- A) Prior to chip & seal any and all asphalt repairs must be completed and allowed to cure of surface oil for a minimum of 45 days.
- B) Water runoff, such as lawn irrigation and sump pumps will interfere with the application process.
- C) Chip and Seal surface treatments can be opened for use within minutes after being rolled.
- D) Typical re-application cycle averages 8 years.

**Chip and seal over rock:** (Installing a dustless wear surface)

This process is much the same as the standard chip & seal described above. The process requires more preparation and steps to achieve a great driving surface.

Typically we re-grade an existing road or parking surface, install additional limestone base rock and compact the stone.

Once the base is prepared we can apply a saturation oil, this important step locks the new stone in place and must set overnight. The next day we can apply the emulsion oil and aggregate rolling it in and open the road for use.

The benefits are many including; no more dust, better traction and a hard surface. When it is time for re-application, grading and saturation oil will not be required.