



Is your blacktop living on borrowed time? Like most people, we tend to put off minor repairs until they become major disasters! "I know I should protect my blacktop investment, but it's not really a priority right now. Besides there's always next year, right?"

...maybe not...

ASPHALT LIFE SPAN

YEAR	CONDITION	REQUIRED MAINTENANCE
1. Black	New surface is smooth and crack free.	After curing, deterioration starts. Much like a finish on a new car, sealcoating provides a wearing surface that preserves the original surface.
2. Dark Grey	Oxidation is starting. Small shrinkage cracks appear and allow surface water to penetrate below the surface.	Sealcoating will fill small cracks and will halt oxidation. Sealcoating provides a complete surface seal.
3. Grey	Shrinkage cracks are getting longer and wider. Surface oxidation pronounced. More surface water is penetrating to the base.	Sealcoating, along with crack repair, stops surface damage. The surface will be sealed and original appearance is restored.
4. Light Grey	Reaching critical point where increasing moisture penetration is damaging base. Surface lines are being abraded and surface is getting rough.	Adequate repair and sealcoating will stop surface deterioration. Some larger cracks, though sealcoated and reduced, might remain visible. Asphalt is sealed to prevent further weather and oxidation damage.
6. Light Grey to White	Oxidation, cracking, abrading, and base damage occurring at increasing rate. Surface stones are socketing and being dislodged by traffic. Surface texture is open and rough.	This is your last chance for proper sealcoating! Further deterioration will inevitably lead to an expensive overlay or complete replacement of asphalt.
8. Light Grey to White	General disintegration rate accelerated due to previous base and surface damage. Shrinkage at curb lines creating large gaps.	If moisture damage to base is not too great, sealcoating or an overlay may extend surface life. It is no longer practical to sealcoat until after extensive repairs are completed.
10. Bone White	Base failure has allowed affected area to settle and crack in gator pattern. Base failure hastened by previous water penetration. Base and surface failure spreads from this point. Surface is disintegrating rapidly.	Extensive infrared repairs or an overlay is a must! Sealcoating will retard base collapse.
11. White	Areas are breaking up. Loose blocks are rocking and can be dislodged. General surface is very poor.	An overlay or complete replacement of asphalt is required prior to sealcoating.
13. White	Large pieces of pavement are breaking off edges. Traffic is forced to slow down to avoid large holes.	An overlay or replacement of asphalt is required.
15. White	Base materials are splashed out. Surface is heaved and generally broken.	Replacement of asphalt is generally required.

For more information, call today!

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