

GET THE MOST OUT OF YOUR PARKING LOT

FIND OUT HOW you can **extend** the life of your parking lot, **keep it looking good** and ultimately **save** more than \$100,000.



Your parking lot is a substantial investment and functions as the “welcome mat” of your business. A pavement maintenance program that includes periodic sealcoating and crack filling will keep your asphalt paving looking new and inviting and can double the service life of your parking lot. The aesthetic benefit of sealcoating an asphalt parking lot is apparent: the darker finish is more attractive and appealing than discolored, cracking and crumbling asphalt. And sealcoated lots are much easier to clean, line striping looks sharper and lasts longer, and snow and ice melt much more quickly on lots that have been sealcoated.

Financial Benefits

But the primary benefit to property owners is financial. Regularly scheduled use of asphalt sealants will significantly slow deterioration and extend the life of the parking lot for years.

Just how much can you expect to save? Over a 12-year period, with proper maintenance you can expect to save more than \$117,000 on a 15,000 square-yard lot.

Why Pavement Maintenance Makes a Difference

The cost of labor and materials make asphalt parking lots expensive to install. With normal use, the parking lot will only have an effective life of 7 to 12 years before expensive repairs are required. The primary reasons that asphalt degrades and deteriorates are exposure to sunlight (UV radiation), rain and snow, and some chemicals.

Sunlight (UV radiation) breaks down the asphalt, which binds the sand and aggregate together, and as it weakens over time, it can no longer hold the rocks and sand and the top surface is lost. Consequently, the asphalt changes in color from black to brown then finally gray. The flexibility of the asphalt diminishes and with continued oxidation the pavement becomes brittle and begins to crack and break. Cracks in the pavement surface allow water to penetrate to the pavement’s base causing additional cracking, pot holes and base failures. In addition to damage caused by sunlight; rain, snow and some chemicals contribute to pavement deterioration over time.

These problems are associated primarily with parking lots, residential and low volume streets, airport aprons and runways, and home driveways. Roads with higher traffic volume do not need protection because the rolling action of the traffic steadily brings the lower layers, rich in asphalt, to the surface and “kneads” the oxidized surface layers back into the pavement.

Off-street pavements do not have the advantage of this “kneading” action. The surface layers of off-road pavements are under continuous attack from the weather and other destructive elements, eventually developing minor surface cracks.

How Does Sealcoating Work?

Asphalt surfaces can be effectively protected by using a sealcoating which acts as a barrier between the external harmful elements and the asphalt pavement. In addition to providing superior protection against environmental distress (moisture, oxidation, chemicals), sealcoating will restore the original black color to asphalt. Periodic sealcoating with a quality product properly applied is the key to a successful pavement maintenance program.

SealMaster, an industry leader for more than 30 years, offers several pavement sealer technologies designed to meet your specific needs and budget. For more information visit our web site at www.sealmaster.net or contact SealMaster directly at 404.505.8888.



If Pavement Is Not Sealed...

Eventually all the asphalt binder is exhausted and there is nothing left to keep the pavement intact. The aggregates begin to unravel. The rate of pavement deterioration depends upon the traffic volume as well as climatic conditions and chemical exposure. As this happens, minor cracks will begin to develop and become wider and deeper with time. If the cracks are not repaired at this stage, water seeps into the base courses and damages the pavement’s load bearing capacity. You’ll notice rutting, shifting, and serious alligating along with the faded gray appearance of the pavement.

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Cost Comparison of Sealed vs. Unsealed Asphalt

Below is a cost comparison shown over a 12-year period between asphalt that has been maintained with a regular sealcoating program, and asphalt that has never been sealcoated.

The sealcoating program used for this cost comparison begins in the 3rd year of the asphalt's life, and is repeated every four years. A sealcoating program could be continued every 4 years for up to year 20 and longer. (The costs listed below are an average of costs provided by reputable paving and sealcoating contractors operating between Wilmington, DE and Richmond, VA.)

	Work Performed	Sealed Cost	Unsealed Cost
	Original paving installation completed		
1st year:	Restripe Lot	\$1,000.00	\$1,000.00
2nd year:	Restripe Lot		
3rd year:	2 Coat sealcoat application and restripe	\$18,000.00	\$1,000.00
4th year:	Restripe Lot		
5th year:	Restripe Lot	\$1,000.00	\$1,000.00
6th year:	Restripe Lot		\$1,000.00
7th year:	2 Coat sealcoat application and restripe	\$18,000.00	\$1,000.00
8th year:	Restripe Lot		\$1,000.00
9th year:	Restripe Lot	\$1,000.00	\$1,000.00
10th year:	Restripe Lot		\$1,000.00
11th year:	2 Coat sealcoat application and restripe	\$18,000.00	\$1,000.00
12th year:	Overlay lot with 1½" of asphalt and restripe		\$165,000.00
Total Cost after 12 years		\$57,000.00	\$174,000.00
Total cost per square yard over 12 year span		\$3.80/SY	\$11.60/SY

This example below is based upon a 15,000 Square Yard (135,000 Square foot) parking lot with 75 parking spaces.