How to use this guide.
Fill in the box (1,2,3,4 or 5) that best describes the condition of your pavement for each type of problem.
(1 = NONE and 5 = EXTENSIVE)

PAVEMENT EVALUATION GUIDE

- **Raveling**
  - Cause: Water penetrates unprotected pavement surface.
  - Repair: Sealcoating will prevent raveling.
  - Prevention: Application of sealer after new asphalt has cured.

- **Polished Aggregate**
  - Cause: Repeated traffic polishes aggregate.
  - Repair: Use a special bonding primer to gain adhesion.
  - Prevention: Regularly scheduled application of sand slurry sealcoat.

- **Gas & Oil Stains**
  - 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.

- **Cracks**
  - 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.
How does your pavement stand up?

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.