

## Winston Park NE Uses PDC for Their Roads

Saint Petersburg, Florida

A section of the roads at Winston Park North East was overlaid with a new asphalt surface three years ago. Manager Vance Pland, of Rampart Properties, reports the roads were already filled with hairline cracks and had drastically changed color. When asphalt roads dry out, they turn a dusty white and begin to crack. The board decided to have the roads rejuvenated rather than overlaid again, and the difference is amazing!"

Vance continues, "Rejuvenation is totally different than putting another coat of asphalt on top of the old dry one. Rejuvenation consists of spraying an oil based coal tar product over the roads. It dries in about four or five hours, although it still looks wet. In fact, several years later, the roads still have a black, wet look to them. This is because the product sinks into the roads and binds with the asphalt. You can compare it to putting a moisturizer back into the road.

When maintaining your community, the asphalt is one of the most commonly overlooked areas, and is one of the most expensive areas to repair. The asphalt is walked and driven on every day without giving it a second thought. Only when it's time to repair or replace the asphalt is it realized what a major project it can be.

In the past, the simplest decision to make about asphalt was to sealcoat it. That is to apply a water based sealcoating to the asphalt to make it aesthetically appealing, as well as protect it from aging and deteriorating. Sealcoating is either sprayed on or squeegeed on, depending on the contractor. Both applications are equal and it is up to the preference of the association. Asphalt sealcoating is mostly aesthetic and is usually applied every one to two years. The reason for frequent application is that it wears away and causes a visually unappealing parking lot. Because the sealcoating only coats the asphalt, it doesn't add anything to the asphalt other than a nice black color. It is a water-based product on top of an oil-based asphalt cap, so there isn't any penetration. That is why it wears away quicker in the drive areas and high traffic lanes. This results in dark edges with bare drive lanes. Fine cracks can often be seen throughout the parking

lot, which means the asphalt is breaking down. Sealcoating can't penetrate the asphalt, it sits on top and binds to the top of the pavement. When the weather changes and it expands and contracts, the sealcoating does too. This causes the fine cracks that can be seen in seal coated parking lots.

The asphalt is being pulled apart at these cracks, causing the binder to break away and wash away the sands and finites that hold the asphalt together. Over time, the cracks grow and connect to create potholes, and can result in deterioration of the parking lot. It will then be necessary to mill out the lot, compact it and then apply another asphalt cap.

Rejuvenators can stop the aging and deterioration. Pavement Dressing Conditioner Rejuvenator Treatment (PDC) is an oil based coal tar rejuvenator that is machine applied to the asphalt and soaks in, rejuvenating the aged pavement and stops the aging process. As the weather abuses the asphalt, it begins deteriorating the oils dry up. Then it starts breaking down the asphalt and releases the binders (sands) that hold it together. PDC replaces those that were lost and reverses the aging process. There are other rejuvenators available and they should be thoroughly investigated before using. Make sure the contractor is licensed and has tests and data to back up what they claim their products can do.

Vance goes on to say "The three sections of roads at Winston Park North East were overlaid (with a new top surface) five years ago, three years ago and two years ago. The oldest section also had the rejuvenator put on them shortly after they were overlaid. He concludes, these older roads still look good. They are very black, which the owners like. They feel roads should be black. Since the rejuvenators worked so well on the older roads, the board decided to do all the roads, one at a time. After they are sprayed, you have to wait a week, and then the lines are painted back on. As simple as that, you have great looking, long lasting roads."

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