

STAFF REPORT

EVO PARKING LOT – SEALING OF PAVING

From: Nancy Overstreet

Date: 8/14/2023

Staff Recommendation: Approve CVA Bid Proposal

✓ Recommended Contractor C: Compliant NC: Noncompliant NR: Nonresponsive

	CONTACTOR	STATUS	REASON	TOTAL BID
✓	CVA	C		\$29,995.00

Attachment 1: CVA PROPOSAL

Attachment 2: Information as to why would wait to seal a new asphalt parking lot.

Recommend commencing with this project as soon as the Solar project is complete.



CSLB Lic. # A777434 SBE #20916
 DIR #100001173 WBE #14110042
 23494 Road 196 Lindsay, CA 93247
 Office: 559-562-7802 Fax: 559-562-7902

Proposal

Date	Proposal #
6/1/2023	56676

Tulare District Health Care System
 869 Cherry Street
 Tulare, CA 93274

Evolutions
 1425 E Prosperity Ave
 Tulare Ca 93274

PO Number	Rep	Project	Job Name		
	NS	2023 Seal	TDHCS32-PW (2023 Seal)		
Description	Qty	U/M	Unit	Rate	Total
Clean drive lanes and parking areas with power blowers & sweepers.					
Install two coats of ACE Sealer over 91,555 sq.ft.					
Re-stripe all lines and symbols.					
Total for Project				29,995.00	29,995.00
We look forward to doing business with you.			Total		\$29,995.00

Any alteration or deviation from the above involving extra costs will only be executed upon written orders for the same, and will become an extra charge over and above the estimate. All agreements must be made in writing. This proposal is only good for 30 days. All material is guaranteed.

ACCEPTANCE OF PROPOSAL

By signing this proposal I am confirming that I am in agreement of the following:

The price, specifications and conditions are satisfactory and are hereby accepted. You are authorized to perform the work specified. Payment will be made in full upon completion. I understand that a Finance Charge of 1 1/2% per month, which is 18% Annual Percentage Rate will be charged on past due payments. I also agreed that, if collection is made by suit or otherwise we agree to pay interest per month after 30 days, along with collection costs, including attorney's fees as may be adjudged by court.

Signature _____

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When Should A New Asphalt Parking Lot Be Sealed?

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When Should A New Asphalt Parking Lot Be Sealed?

How Soon Should A Parking Lot Be Sealed After Installation?

This is a very important question and one of the most commonly asked questions about asphalt parking lot sealcoating. Unfortunately, there are quite a few different answers depending on who you ask.

Sealing an asphalt parking lot too soon after installation can be detrimental to the asphalt. Once it's installed, asphalt begins the curing process immediately, starting from the outside in. Sealing too soon can actually damage the surface and cause it to become soft. The asphalt will then deteriorate when it's driven on, exposing the aggregates within the mix.

Most experts agree, asphalt should not be sealed for a minimum of 6 months after installation. Depending on the type of sealer that's being used, if you do it sooner than 6 months, you're taking a big risk.

Choosing a good contractor to sealcoat your parking lot is extremely important. [Request an asphalt repair, maintenance or sealcoating estimate from one of our Trusted Asphalt Repair Contractors](#) today!

Be wary of asphalt parking lot sealing scams and watch or read our series, "[The Most Common Ways Asphalt Repair, Maintenance & Sealcoating Contractors Rip Us Off and How To Avoid Them](#)".

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How to Know When to Seal Coat or Repave Asphalt Pavements

What is the most cost-effective resurfacing solution after repairing cracks, potholes and depressions in asphalt driveways and parking lots

January 21, 2008



By Jeff Lax

When it comes to old, worn asphalt driveways and parking lots, commercial real estate owners, property managers, and even owners of single-family homes struggle with the same questions: Do we repave or sealcoat after making repairs to cracks, potholes and depressions? What is the most cost-effective and durable solution?

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The industry has debated this issue for decades, and what has been learned is that each option has lasting, dramatic effects and that they actually complement one another. That's the information pavement maintenance contractors need to convey to their clients who are trying to decide which pavement maintenance option best suits their needs and property.

Sealing

Sealcoating is one of the most important steps to protecting an owner's investment in an asphalt driveway or parking lot. Sealers consist of emulsions that combine asphalt or refined coal tar with clays, mineral fillers, and water. Once applied, the water evaporates and the emulsion hardens to form a protective coating. It also becomes a beautiful black surface that adds curb appeal, giving a single-family home, multi-family residence, or commercial or industrial property a polished look. Industry experts agree that driveways or parking lots lacking the sealer can generally last only five to six years before the beginning stages of breakdown.

Initial sealing should occur six to 12 months after the asphalt surface is laid to allow the pavement to "cure" so oils can escape and the surface becomes ready for sealer. The initial sealer application forms a barrier to prevent water penetration and to inhibit deterioration of the asphalt binder by oxidation and over-drying.

As unprotected pavement ages the asphalt binder hardens, losing flexibility and becoming increasingly brittle. Ultraviolet rays from the sun break down the carbon bonds in asphalt, further weakening the pavement. Also, daily and seasonal cycles of heating and cooling cause the pavement to expand and contract. These stresses eventually exceed the pavement's ability to flex, and cracks form. If water seeps into the cracks and freezes, the cracks expand, allowing more water to penetrate, making the cracks wider and deeper. This cycle leads to accelerated deterioration of the parking lot surface. Early sealcoating can prevent all these preliminary dangers to the life of the asphalt.

Sealer is typically the most cost-effective solution and should be reapplied every two to three years as preventative maintenance. In fact, several government and [Asphalt Institute](#) studies have shown that neglected asphalt pavement can cost up to five times as much to repair as asphalt that has had a regular maintenance program, including sealcoating.

Pavement maintenance begins by filling cracks, patching deteriorated areas, and cleaning (and possibly priming) oil-saturated spots on the pavement surface. The asphalt also must be cleaned of dirt and debris before sealer can be applied.

While some homeowners sealcoat their driveways themselves, professional contractors not only apply a high-quality sealer material but also have professional equipment such as crack cleaners and power blowers that often enable them to perform a longer-lasting, high-quality job. Plus, professional contractors can handle other pavement repairs that a homeowner won't be aware of, so property managers at any level will be best served by hiring a pavement maintenance professional to handle their pavement.

Repaving

An asphalt overlay consists of a compacted layer of one-and-a-half to two inches of hot mix asphalt being placed over the existing asphalt, essentially giving the driveway a new surface. Just as with sealcoating, the first task is repair of existing pavement. Areas where the pavement surface has slumped indicate failure of the stone foundation supporting the pavement. These areas require digging out existing asphalt, and repair and compaction of the stone base with new material before patching with asphalt mix to prevent trouble spots from returning after repaving. Then an overlay is placed over the old surface. No sealcoating should be added for six months to a year, just as with any newly constructed pavement.

And while an asphalt overlay can begin to deteriorate within five to six years without maintenance, it could last up to 25 years with regular upkeep. The upside to installing an overlay is the pavement has a renewed wearing course, providing a pliable, flexible surface. Also after the overlay, the maintenance program can start over, lending to a virtually brand new drive or lot. However, extreme weather, heavy loads, and shortcuts during construction could lead to premature wear and failure. The downside of repaving is that it is expensive (typically thousands of dollars more than sealing). Plus, if the original asphalt isn't properly cleaned and prepared, cracks and uneven sections may return, as well as other problems that may not have previously existed such as delamination of the overlay because of poor adhesion to the old pavement.

What's Better for your customer?

The amount and regularity of repaving will differ from climate to climate, and even when asphalt is maintained properly an asphalt overlay will be needed every 20 to 25 years.

Regardless of whether you repave or repair, sealcoating is one of the most important aspects of any pavement maintenance effort as it protects asphalt from weathering and degradation and extends pavement life. Without sealer, the asphalt could require an overlay in as little as five to six years, costing thousands of dollars. When comparing costs, industry experts believe the best investment a homeowner or commercial property owner can make is a well-tailored maintenance program that includes regular sealcoating.

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How Sealcoats Protect Asphalt

August 16, 2013
