

Parking Lot Maintenance Plan

PARKING LOT MANAGEMENT STRATEGY

The goal of this program is to preserve the life of your asset by utilizing cost effective methods and planning accordingly. With Keeley's customized program to fit your parking lot needs, we have identified avenues for repairing and maintaining all parking lots, nationwide.

STEP ① REACTIVELY RESOLVING ISSUES

With different weather conditions impacting your parking lot, providing a clear resolution is the first step. Life-safety issues can impact your business immediately.

A. Provide Evaluation

1. Trip hazards
2. Large potholes
3. Large cracks

Notes

STEP ② IDENTIFYING COMPROMISED AREAS

When areas start to crumble, alligator cracking or raveling show that it is too late for preventative repair. The deteriorated asphalt has already been damaged and deeper repairs will need to be performed.

- A. Assess the current condition of full parking lot
- B. Identify major asphalt and concrete failures
- C. Budget and bid phases for repair

✓ ALLIGATOR CRACKING

Alligator cracking develops when heavy vehicles compress the subgrade and asphalt base. It starts with initial cracks that gradually spread, leading to water infiltration and further compression of the asphalt base over time.



Notes

✓ LONGITUDINAL CRACKING

While some cracks are expected due to the paver sectioning, others may result from poorly constructed joints or shrinkage of the asphalt layer. These cracks are typically not related to load or weight.



Notes

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✓ POTHOLES

Potholes are the result of continued deterioration from another type of distress, such as alligator cracking, failed patches, or poor mix design.



Notes

✓ RAVELING

Raveling is caused by continuous intrusion of water and the degradation of an asphalt topcoat. Once the top layer wears down, sunlight will continue to damage the surface and it will lose its waterproofing properties, causing the rocks in the asphalt to pop and fail.



Notes

STEP 3 PRESERVATION

Continuous exposure without protection can shorten the quality and durability of pavement. With the proper use of material, liability decreases and additional defense is used.

✓ MILL AND OVERLAY

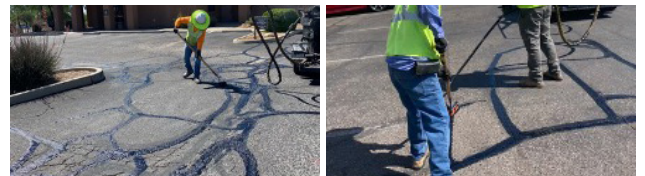
The top layer of the existing asphalt pavement is removed. This process removes the old, damaged asphalt layer, as well as any irregularities or unevenness in the surface. After milling, a new layer of asphalt, known as the overlay, is applied over the milled surface. This provides a smooth and durable new surface that restores the pavement's functionality.



Notes

✓ CRACK FILL

Crack filling helps to extend the lifespan of asphalt surfaces by preventing the cracks from expanding and further deteriorating the pavement structure.



Notes

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✓ SEAL COAT

Seal coating refers to a process in which a thin layer of asphalt emulsion or tack coat is applied to an existing pavement surface before laying a new layer of asphalt on top. This helps to bond the new asphalt layer to the existing surface, providing better adhesion and improving the overall performance and longevity of the pavement.



Notes

✓ MINOR PATCHING

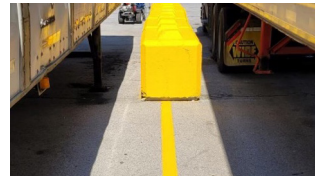
Minor patching involves removing the damaged asphalt material, cleaning the area, applying a tack coat or bonding agent, and then filling the area with fresh asphalt mix. Minor patching is commonly done to address issues such as potholes, cracks, and other surface defects, helping to maintain the overall integrity and safety of the pavement.



Notes

✓ RESTRIPE

Restriping involves painting new lines over existing traffic and parking symbols and stalls, making them fresh and visible.



Notes

STEP 4 REPEAT STEP 3

The intensive process of preventing problems, identifying compromised areas, and preserving the life of your assets can be taxing. Following the 3-step process along with an annual lot inspection will mitigate the unexpected cost, the unknown asphalt and concrete failures, and ultimately prepare for the future.

