

STREET/DRIVEWAY REPAIR SPECIFICATION

This specification shall become part of The Park's paving contract for all streets and driveways in the area of Kissin Camels Estates known as the "PARK", and shall be the basis for acceptance of the work. The work may include all part of the following: new paving, resurfacing, crack patching, seal coating, as the specific work outlined requires. The work shall be done as soon as is practical in the spring, and as the contract specifies, but not later than September 15.

SECTION #1

1. **New street paving:** When a section of street is specified to require new or overlay paving, the contractor bidding the work shall visit the area, with the Park Maintenance Supervisor, and review with him the specifics of where existing pavement shall be overlaid, dug out and replaced or otherwise treated so that the finished surface is in compliance with the specification intent.

Where existing asphalt is to be dug out and replaced, because of cracks, general deterioration, collapse, or other damage, the edges of the area shall be vertical and of proper depth and dry gravel surface for contact of replacement material. The replacement shall be level with the remainder of the street and compacted so that the new surface will not dip or sink.

Cracks in pavement to be resurfaced shall be air cleaned and filled with sealant prior to new overlayment. Surfaces that show cob-webbing shall be treated as cracks or be dug out, as determined at the inspection review.

Petro Mat or comparable material shall be laid over the entire area to be resurfaced, including all repaired cracks and dug out replacements. AC-10 tackoil shall be applied (0.25 gallons per sq. yd.) over the top of the Petro Mat to enable proper adherence of the asphalt top coat.

The new asphalt overlay shall be 2 inches of compacted hot mix material. The new surface shall be compacted to 95% immediately after the asphalt is applied. The final thickness shall be no less than 4 inches and the compaction shall result in a smooth and consistent surface.

Grade levels shall provide for effective drainage and be crowned where necessary to avoid standing water in the roadway. Where the street meets driveways, the transition shall be level and as close as possible to the original drain design.

The area to be treated and the measured square footage is outlined on the attached map of Park streets.

2. **New driveway paving:** Driveway paving shall follow the same procedure as Street paving relative to pre-inspection with the Maintenance Supervisor.

All requirements as specified for Streets shall apply to Driveways except that new overlays shall be 1 ½ inch thick and the total asphalt thickness shall be at least 3 inches thick.

The completed asphalt surface for driveways shall be flush with existing adjoining surfaces such as garage floors, sidewalks, brick or paved borders and the street. Existing asphalt shall be milled or removed for a distance of at least two (2) feet from the adjoining surface to maintain the required new surface thickness.

The grade level shall enable water to drain away from the garage and buildings with no standing or pooling.

Where driveway borders of brick, pavers, wood edging or other material have been installed, it is the responsibility of the homeowner to work with the paving contractor to be certain the finished result is

acceptable. If the special border has deteriorated or been damaged prior to the new work, it shall be the homeowner's responsibility to arrange for repair, preferably during the repaving period. The Maintenance Supervisor shall assist the homeowner in this extra work.

The driveways to be treated and the respective square footage is detailed on the attached Park map.

3. **Crack filling:** Crack filling and repair shall follow the same procedure as Street paving relative to pre-inspection with the Maintenance Supervisor. In general, the cracks to be repaired will be marked with spray paint, to insure the proper scope of work.

Cracks shall be blown out with high pressure compressed air to remove accumulated dirt, debris and weeds. Cracks with significant weed growth shall be treated with a herbicide before filling.

Cracks shall be filled with a high quality sealant (Federal specification #3405 hot rubberized crack filling material). It is expected that the filling shall completely fill the crack to overflowing and seal against infiltration of moisture. Extra wide cracks shall be treated as specified above for (Dug outs) and a patch shall result.

The sealant used shall be preheated in a propane fired sealant melter as specified by the State of Colorado for the material being applied.

The area to be treated and the measured square footage is detailed on the attached Park map.

4. **Seal coating:** Seal coating for streets and driveways shall follow the same procedure as Street paving relative to pre-inspection with the Maintenance Supervisor. The streets and driveways to be seal coated shall be carefully identified and marked.

SUPERBLEND SEAL COATING: The seal coating material shall conform to the highest standards of the industry. The sealer shall contain an asphalt based sealer with black angular slag sand added to improve binding and traction. It shall be fortified with an additive to suspend the sand in the sealer to improve the bond to the asphalt.

APPLICATION: The pavement surface shall be cleaned of dirt and debris by power sweeping and air blowing. All cracks shall be filled with hot "Flex-A-Fill" crack filler under pressure. Two coats of the sealer shall be applied by Machine Squeegee over the entire surface. The work shall be completed in the shortest possible time, and once started, shall be finished without delays or time pauses. The contractor shall state in his bid the starting date and time for completion.

The area to be treated and the measured square footage is detailed on the attached Park map.