

asphalt preservation systems, inc.

p.o. box 560178, orlando, florida 32856

407 851-7300

fax 407 859-6820

March 26, 2013

To: Dave Dieska - HOA President, Board Members and Interested Homeowners

Cc: Jeff Linn, Association Manager – Specialty Management

Re: Longwood Green/Oaks of Longwood Green HOA

Thank you for your inquiries regarding the pavement sealing project that we are currently recommending for Longwood Green and Oaks of Longwood Green. I will try to answer the questions you have submitted:

1. “An assessment report on the state of our roads. Describe the overall state of our roads and identify any current problem areas.”

I surveyed the community roads at the end of January 2013. Considering that the asphalt has not been sealed since it was repaved back in 2004, I was pleased to find them in very good condition. The compaction of the aggregate is good and the asphaltic binder, while beginning to oxidize, is still relatively intact. This current state of condition is due, in large part, to the good drainage and water runoff that exists within the community.

I am pleased to report there were no significant “problem” areas present at this time. The repairs that we have presented in our proposal are typical of the age of the asphalt and roadway design of the community. The majority of these repairs are related to the edges of the roadway where no defined curbing or guttering system in place will occasionally present weakened areas where the asphalt will break off. I also identified a couple of repairs along the curve on Citrus Tree Lane near the addresses of 154, 158 and 162, where the slope of the roadway and the abundance of tree coverage has resulted in some excessive exposure of the aggregate. In addition, there are some limited root damaged pavement repair areas and what I believe to be a couple of county pipe repair patch areas that are failing and should be corrected. It should also be noted that there were some repair areas referenced for the entrance drives of both communities where the asphalt has not been resurfaced in the past. Whenever possible, as was the case for your community, we provide a repair map so that interested parties can visit and evaluate these repair areas for themselves.

2. “A best guess forecast on how long our roads will last if nothing is done and when the roads would likely need to be repaved.”

There are numerous factors that can affect the life expectancy of untreated asphalt such as weathering and oxidation, traffic patterns, standing water and water drainage, petroleum and chemical stains, hydrostatic pressure and unsound sub base to name a few. However, under typical conditions, I would expect the oxidation process to continue to deplete the asphaltic pavement binder, thereby exposing the larger pieces of aggregate in the mix which would then become brittle, begin to break off and create a “thinning” process of the asphalt. Our best guesstimate would be that you would need to look at repaving the roads sometime within the next 5 to 10 years.

3. "How long we could extend the useful life of our roads by resealing thus delaying when a complete repave would be required."

Asphalt Preservation Systems, Inc. guarantees our asphalt repairs and sealcoating application for a period of twelve months from the date of application against flaking, peeling or unusual wear under normal traffic, moisture and petroleum stains; and providing application is on asphalt properly cured and with sound sub base and top coat.

The Board at Longwood Green is making a wise and informed decision to consider sealing the pavement and the continued application of sealer on a regular schedule of approximately every 3 to 5 years should double or triple the life of the pavement surface and, in some cases, can extend the life almost indefinitely. Resurfacing of your pavement with an inch of hot mix asphalt is a much more expensive option that can be considered at the end of the extended pavement life. For purposes of planning and reserves, the cost to resurface your pavement at today's prices would be approximately \$100,000.00 plus any needed repairs.

4. "Specifics on logistics of how vehicles would enter or exit their homes if the roads are "sealed". Is there a process that allows this without disrupting the sealing agent as it dries such as "sanding" the roads. We want to avoid vehicles spreading the sealing agent all over their driveways or other areas not intended to be covered in the sealing agent."

To allow for the sealer to cure correctly, we barricade off newly sealed areas to keep vehicle traffic off of it for a period of 24 hours. We divide the community up into sections and give you notices to use in conveying the schedule to the residents. We do not schedule sealing on the weekends, although any sections sealed on a Friday should stay blocked off until Saturday afternoon. A primary consideration in our scheduling is that each resident's drive should only be blocked off one night and that nobody has to walk too far to access their vehicle on that night. In situations where we cannot shut down the full width of the roadway as it would prohibit traffic flow (such as your entrance drives and a majority of your main streets) we would stage multiple ½ road sections so as to still allow for vehicles to pass.

Asphalt Preservation Systems, Inc. has been providing a full range of quality pavement maintenance services to condominium and homeowner associations in Central Florida for over 30 years, including repair, resurfacing, sealing and restriping. We look forward to serving you in the years to come.

Thanks again for giving us the opportunity to meet your pavement maintenance needs. You can reach me directly on my cell phone at (407) 448-7820.

Best regards,



Michael Hill

Project Consultant

Email: michaelhill.aps@gmail.com