



Full Depth Repair of Asphalt

- During the parking lot inspection by a BSM Inspector the area(s) which are determined as the critical area(s) which require full depth repair will be marked and further investigated by a BSM Engineer.
- The designated area(s) are then removed to full depth of existing asphalt using excavation equipment and the existing stone base is inspected for suitability.
- Any soft sub-base will be under-cut until a good base is found and then back filled with appropriate compacted stone base to create a uniform base. Undercutting typically will involve an adjustment to the amount of materials needed and will be priced accordingly.
- After proper compaction of the stone base, the first layer of asphalt base course is installed and compacted to the required depth according to the approved specification.
- The top layer of asphalt surface course is then installed over the base course following the optimum compaction requirements for the best performance of the asphalt.
- All saw cut edges are edge-sealed with hot asphalt sealer in order to fill the butt joint between any adjacent pavements. This results in better pavement performance by preventing moisture penetration into butt joints which will damage the sub-base.
- A typical final cross section is shown below

