

ASPHALT ODESSA · ODESSA, TEXAS · ECTOR COUNTY



FREE PROPERTY-OWNER BRIEFING · 2026 EDITION

# THE ODESSA ASPHALT SURVIVAL GUIDE

How Permian heat, UV, and oil-field traffic destroy pavement — and the repair-vs-replace math Odessa property owners actually need.

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10 pages · Local cost ranges · Maintenance calendar

(405) 300-0025 · [asphaltodessa.com](http://asphaltodessa.com)

# WHO THIS IS FOR

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This briefing is written for Odessa and Midland property owners who are tired of watching a parking lot or driveway come apart two summers after it was paved. It is not a national paving pamphlet with the city name swapped in. Every number and recommendation below is framed for Ector County weather, caliche soils, and the kind of truck traffic that only exists in the Permian Basin.

Use it if you manage any of the following:

- A commercial parking lot on the I-20, 42nd Street, or Andrews Highway corridors.
- A West Odessa yard, shop, or tank-battery pad that sees vacuum trucks and hot-shot rigs.
- A residential driveway in Odessa or Gardendale that has oxidized, rutted, or alligatored.
- An HOA street or church lot that looks fine in January and fails by August.

**Asphalt Odessa wrote this as a free briefing, not a sales script. If you want a same-week look at your lot, call (405) 300-0025. No site visit fee inside our service area.**

What you will leave with: a way to name the failure you are seeing, a repair-versus-replace rule of thumb, 2026 West Texas cost bands, a 12-month calendar, and the questions that separate a real paving crew from a one-truck overlay.

# WHY ODESSA ASPHALT FAILS FASTER

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Blacktop in the Permian is not the same product as blacktop in Dallas or Houston. Three local forces stack on each other, and most national maintenance calendars ignore all three.

**1. Pavement temperature, not air temperature.** Odessa regularly sees 100°F air in July and August. On unshaded black asphalt the surface can climb past 150°F. Binders soften, tires shove the mix, and you get rutting in drive lanes long before the lot is “old.”

**2. UV and dryness.** We do not get Houston humidity. UV oxidizes the binder, the surface turns gray and brittle, and the next cold front opens hairline cracks. Water from a West Texas gully-washer then works the base. That is how a cosmetic crack becomes alligatoring in one season.

**3. Oil-field axle loads.** A vacuum truck or tandem dump is not a Camry. West Odessa yards, Kermit Highway shops, and lease-road approaches see repeated heavy, slow turning loads. If the base was built like a retail lot, it will dish at the throat and along the dumpster pad first.

Caliche can be an excellent base when it is processed, moisture-conditioned, and compacted in lifts. Random caliche fill dumped and rolled once is not a base. A surprising number of Odessa lots were built that way during boom years. They look thick. They are not strong.

**If your lot is gray, raveled, and cracked in a block pattern, you are past sealcoat. Sealcoat on failed pavement is paint on a broken bone.**

## NAME THE FAILURE

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Walk the lot in morning light. Write down which of these you actually have.

**Oxidation / raveling.** Surface is light gray, you see loose stone, it feels like sandpaper. The binder has cooked off. A quality sealcoat or thin overlay can still save it if the structure is sound.

**Linear cracks.** Single cracks along joints or the center of a drive lane. If edges are tight and the base is dry, hot-pour fill this season. If edges are spalled, you are closer to a mill-and-overlay.

**Alligator cracking.** Interconnected blocks that look like reptile skin. That is a structural / base failure. Patching the skin without repairing the base is a one-summer fix.

**Rutting and shoving.** Troughs in wheel paths, especially at dumpster pads and lot throats. Mix was too tender for the heat and the load, or the base is pumping. Needs milling, not more overlay on top of a rut.

**Potholes.** The end of the line for that panel. In Odessa they open fast after a storm because water sat in a crack all summer and the next truck punched through. Cut, square, and patch with hot mix. Do not cold-patch a commercial drive lane and call it done.

Photograph standing water 30 minutes after a storm. Ponding tells you the drainage story your estimate must include. A pretty overlay that still ponds will fail in the same spots.

## REPAIR OR REPLACE

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Use this as a field rule, then have a crew verify with cores or test pits on anything over a few thousand square feet.

- Under ~10% of the area showing alligatoring, and no rutting: crack fill + sealcoat this year, overlay in 2–4 years.
- 10–25% alligatoring, or widespread oxidation: mill 1.5–2 inches and overlay. Keep the base if it is solid.
- Over 25% alligatoring, pumping base, or ruts deeper than 3/4 inch: full-depth repair in those panels, then overlay. Do not overlay a failed base.
- Residential driveway with edge break and tree-root heave: often cheaper to replace the failing bays than to chase patches.
- Oil-field yard with tandem traffic: spec thickness and base for the truck, not for a grocery store. 3 inches over a weak base will dish in a year.

**A honest estimator will tell you where NOT to spend. If every square foot of a 4-acre lot is quoted as full replacement, get a second set of eyes. Targeted full-depth repairs plus a mill-and-overlay is the usual Permian commercial answer.**

City of Odessa work in the right-of-way follows municipal specs and inspection. Private lots do not. That does not mean you should pave thinner than the use requires. Match the mix and thickness to the heaviest regular vehicle, not the average car.

# 2026 ODESSA COST BANDS

These are planning ranges for Ector and Midland Counties in 2026, not bids. Mobilization, stripings, drainage, and oil-price swings move the number. Use them to spot an estimate that is either a bait price or a padded replacement.

| Work                     | Typical range          | Notes                   |
|--------------------------|------------------------|-------------------------|
| Hot-pour crack fill      | \$0.90–\$1.60 / lin ft | Clean + dry cracks only |
| Sealcoat (2 coats)       | \$0.22–\$0.38 / sq ft  | Sound pavement only     |
| Pothole / panel patch    | \$8–\$16 / sq ft       | Saw-cut, hot mix        |
| 1.5–2" mill & overlay    | \$3.25–\$5.75 / sq ft  | Most commercial lots    |
| 3" new residential drive | \$9–\$15 / sq ft       | With compacted base     |
| Heavy yard (4"+)         | \$12–\$22 / sq ft      | Oil-field / truck pads  |
| Restripe after overlay   | \$0.12–\$0.25 / sq ft  | Layout matters          |

What blows a budget in Odessa: failing to budget for drainage swales, not including dumpster-pad concrete, and paving in July without a compaction plan. Night work on hot mixes is often the quality move in August, not an upsell.

Ask for square footage, tons of mix, thickness, mix design (PG binder grade), and whether the price includes mobilization, traffic control, and striping. If those lines are missing, the number is not real yet.

## PERMIAN MAINTENANCE CALENDAR

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**January–February.** Best window for structural repairs and overlays. Mix cools sanely. Book now; crews fill up before spring commercial work.

**March–April.** Crack fill as soon as days are dry. Sealcoat when overnight temps stay above ~50°F and no storm is stacked in the 48-hour forecast.

**May.** Last comfortable sealcoat month before true heat. After this, schedule early morning or night pours for anything structural.

**June–August.** Do not sealcoat a 150°F lot at 2 p.m. and expect it to cure, not cook. Overlays are possible with a night plan. Watch monsoon-style dumps — do not trap moisture.

**September–October.** Second-best overlay window. Good time to re-stripe faded lots before holiday traffic and to inspect summer damage.

**November–December.** Crack fill on dry days. Walk every lot after the first norther. Photograph new openings so spring work is scoped from facts, not memory.

**A lot that is sealcoated on a three-year cycle and crack-filled every year will outlast a lot that is ignored for eight years and then overlaid. In Odessa sun, the cheap year is expensive.**

## SPEC THE TRUCK, NOT THE CAR

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If your Odessa property sees oil-field traffic even occasionally, design for that axle — the Camrys will be fine. This is the section most Midland-Odessa estimates skip.

- Throats and dumpster pads fail first. Consider concrete in those panels even if the field is asphalt.
- Turning movements from vacuum trucks and tankers scuff and shove hot mix. Tighter radii and thicker sections at the turn beat a pretty 2-inch overlay.
- Ask for a PG binder that holds in Permian heat. A mix that was designed for East Texas humidity is the wrong mix.
- Base: processed caliche or crushed limestone in lifts, proof-rolled. If a loaded dump dishes the base before paving, stop and fix the base.
- Drainage off the pad. Standing brine, produced water drips, and diesel spills attack pavement. A slight crown and a place for water to go is not cosmetic.
- West Odessa and unincorporated Ector County will not inspect like the City of Odessa. You are the inspector. Require compaction records.

Residential driveways still see the same sun. Edge support (curb, thickened edge, or a compacted shoulder) keeps the first summer from crumbling the sides where the lawn irrigation hits.

## QUESTIONS THAT SORT CREWS

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Print this page. Take it to the walkthrough.

- What thickness, mix design, and PG binder are you using — written on the quote?
- Will you mill ruts, or overlay on top of them?
- How do you handle the dumpster pad and the lot throat?
- Who supplies the mix, and is it a TxDOT-capable plant?
- What is the compaction method and target? Will I get tickets and a density report?
- When will you restripe, and is layout included?
- What does the one-year workmanship warranty actually cover — and what does it exclude?
- If rain or a 105°F afternoon shows up, what is the hold policy?
- Are you paving around existing ponding, or correcting drainage?
- Can I see a lot you paved in Odessa or Midland at least two summers ago?

Red flags: a price per square foot with no thickness, a crew that wants to sealcoat alligatoring, cash-only with no written scope, and anyone who says Permian heat “doesn’t matter if we use extra oil.”

## OWNER CHECKLIST + NEXT STEP

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Before you call anyone, spend twenty minutes on the lot with this list.

- Measure or sketch the paved area. Google Earth is close enough for planning.
- Mark alligator zones, ruts, ponding, and the dumpster path.
- Note the heaviest regular vehicle and how often it turns on the pavement.
- Photograph in raking morning light and again after a storm.
- Pull last year's invoices if you have them — overlays hide a lot of history.
- Decide whether you need striping, wheel stops, or ADA stall layout updated.

### WANT THIS APPLIED TO YOUR LOT?

Asphalt Odessa will walk an Odessa, West Odessa, Midland, or Gardendale property, tell you whether you need crack fill, overlay, or full-depth work, and put a written scope behind it. Call (405) 300-0025 or request a look at [asphaltodessa.com/contact](https://asphaltodessa.com/contact).

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