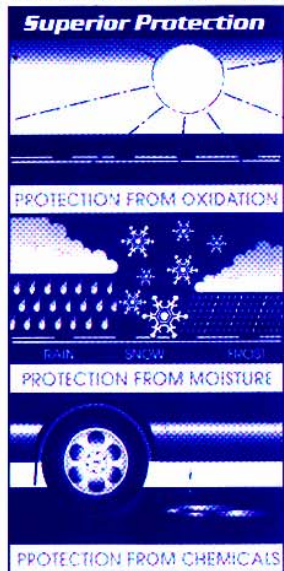


- It is normal for new pavements to vary due to material variations, installation weather, and traffic volume. The initial sealcoat may be needed as soon as 4 weeks, or as late as 1 year. Tucson Asphalt is pleased to inspect and advise, based on your particular pavement.



- After the initial application of sealer it is recommended to reapply every 1-3 years thereafter. Under excellent conditions, sealcoat will last 2-3 years. Excessive traffic, UV exposure, and the condition of the pavement before sealcoating will all affect its longevity.
- Prior to sealcoating, pavement surfaces are usually cleaned with blowers and wire brooms to remove loose sand and debris.



- Pavement cracks are sealed with a hot rubberized crack-sealer to prevent moisture infiltration.
- Sealcoating material is sprayed or hand-applied, based on our consideration of your project.
- Drying times for sealer vary with the time of year and temperature. During winter months shaded areas can take 1-3 days to dry. In most cases, we recommend that our customers keep vehicular traffic off the seal for at least 12 hours and foot traffic for at least 4 hours. Please check your shoes to prevent foot tracking.

SERVICES WE PROVIDE

- Pavement Evaluations • Grading • Paving
- Covered Parking • Chipsealing • Patching
- Hot Rubber Cracksealing • Sealcoating
- Speed Humps and Bumps • Saw Cutting
- Layout & Restriping of Parking Lots, Basketball & Tennis Courts, etc.
- Custom Striping and Parking Lot Signs
- Concrete Wheel Stops • Steel Bollards

Free Estimates on all our services

PRELIMS

Preliminary Lien Notices are often filed by Tucson Asphalt or our material suppliers. This is NOT a lien, nor is it intended to imply that Tucson Asphalt will lien The Purchaser's property. The purpose of the notice is strictly to protect our interest on the property in terms of labor, and materials provided, until such time as the balance is paid in full. Tucson Asphalt has a responsibility to our employees and material suppliers to ensure payment in full.

Prelims are a standard business practice throughout the construction industry. Subcontractors as well as General Contractors who are licensed, bonded and insured "Prelim" all projects in order to provide continued excellent workmanship at reasonable prices.

Upon payment in full of your balance Tucson Asphalt will be pleased to provide a full and final lien release.

WARRANTY

Tucson Asphalt warrants its completed work to the original owner, to be free of defects in workmanship and materials, however subject to limitations of theoretical quantities, and work items proposed. Repairing damage caused by normal wear and tear, abuse, weather, and Acts of God are not covered.

Tucson Asphalt will, at our option, repair or replace limited, and affected areas, defective in workmanship, provided written notice of the claim is received by Tucson Asphalt within one (1) year from the installation date of the work, unless an otherwise term is specified by Tucson Asphalt's proposal. All guarantees and/or warranties do not apply until Tucson Asphalt has received all monies due for work performed for The Purchaser, and including any and all change order monies, collection fees and interest.

TUCSON ASPHALT

CONTRACTORS

INC.

292-1125 Fax: 408-0929

4660 N. Valley Park Ave.

Tucson, AZ 85705

**Call us today —
You won't be disappointed!**

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Tucson, AZ 85705

Dear Customer,

Thank you for letting us serve you. Quality work and customer satisfaction are #1 priorities at Tucson Asphalt.

We are pleased that you have chosen us for your pavement project. This brochure is designed to educate you and answer any questions you may have.

Please give us a call if you need assistance with this project or future ones.



Tucson Asphalt is a locally owned multi-dimensional company setting a high standard for service and value.



Licensed, Bonded, & Insured
R.O.C. Lic. # 116437 B-04
R.O.C. Lic. # 116436 A

ASPHALT



Interestingly enough, people walk and drive on Asphalt all their lives, yet never really look at it with interest until they have a pavement project on their property.

- Asphalt is made up of various sizes of stone, sand, liquid asphalt, and other elements. Some areas will look smoother than others...some surface hairline cracks, scars, and ravellings are not unusual.

It can take up to 12 months for the liquid asphalt in blacktop to harden and cure. You can walk on the surface immediately but it is recommended that you keep vehicular traffic off at least 12 hours or longer after paving during our hot summer months.

- Asphalt surfaces are flexible and as temperatures rise and fall you may notice the surface will harden and soften. This is normal, so on really hot days you may want to lightly spray water on the surface in the heat of the day to cool and help harden it. Don't be alarmed if soap suds appear, this is a natural reaction between the asphalt and high chlorine levels in our water.

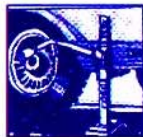
- Power steering marks are common in new asphalt and newly sealcoated surfaces. Try to avoid turning the wheel with the vehicle in a stationary position.

- Turning while stopped can cause the asphalt to move and scar the new surface.

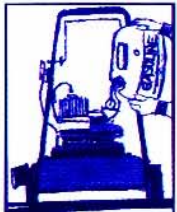
- Try not to park in the same spot every time.

- Excessive weight from large vehicles can depress your new asphalt.

- Motorcycle and bicycle kick stands, lawn chairs, jack stands, car ramps and even high heels can create holes or depressions in your new asphalt.



- Excessive weight from the tongue of stored campers or boats can cause depressions. Placing a piece of plywood under the tires or jack will help prevent this problem.



- Spills from gasoline, oil, anti-freeze, power steering and transmission fluids can all cause damage to the asphalt surface.

- The inherent flexibility of asphalt allows rough areas and scars to heal themselves in time and under traffic, while larger tears can be touched up.

Asphalt hardens as it ages and becomes much less likely to depress or scar.

- Once your asphalt has completely cured it is advisable to apply a sealer to your pavement. This process is called "sealcoating".

CEMENT FINISHING

- Cement finishing of new asphalt is accomplished by sweeping Portland cement over the new asphalt surface. This speeds the cure time, lessens power steering marks and gives the pavement a grey color. Cement finished asphalt can track under foot, blemish in the rain, and blemishes will blend in time. In most cases a cement finished asphalt won't need a sealcoat for 3 to 5 years.

- Concrete is recommended in areas where drainage is critical or space is limited and repeated tight backing and turning of vehicles will occur. Concrete, Chip Seal, or Asphalt may be required for driveways subject to Homeowner Association By-Laws.

CHIP SEAL

- Chip Seal is a pea gravel-sized stone rolled over a surface of hot liquid asphalt. Chip seal can be a cost-saving alternative to removing or overlaying weathered asphalt areas. Two layers of Chip Seal is called a Two Shot Chip Seal and can be installed over or instead of Asphalt Pavement.

HOT RUBBER CRACKSEALING

- Pavement cracks wider than 1/4" can be sealed with rubberized cracksealer prior to resurfacing the pavement. The rubberized cracksealer expands and contracts with the crack to prevent moisture from softening the soil below and causing pavement damage.

- Don't expect the cracks to be filled with the rubberized material; this is not the intention.

- When cracksealing with hot rubberized cracksealer, some rubber will remain on the surface. During our summer months, rubber becomes soft and tacky. This is normal. Try to avoid walking and parking in these spots. As the rubber ages, the tackiness will go away.

WHAT IT CAN NOT DO

- Is not designed to seal or fill cracks
- Can not provide structural help to failing or damaged pavement
- Can not completely fill in voids, cracks, or blemishes in pavement surfaces.
- Can not visually hide crackseal, patches and visually rough areas.
- Can not stick to decomposed, peeling or oil-coated pavements.

SEALCOATING OVERVIEW

- A sealcoat is designed to protect the pavement surface from sun oxidation, moisture penetration and the loss of surface particles. Sealing slows the penetration of spills from gasoline and other petroleum products.

- Unsealed surfaces remain porous, dry out, become rough and the life of the pavement is significantly reduced.



- Before sealcoating, the surface is cleaned with wire brooms and blowers.

- Sealers can be hand or spray applied. It is the decision of the installer to determine which method will be best suited for your specific project.

- While some parking lots require two coats, most driveways receive one heavy coat. If two coats are recommended for your pavement, the second coat is often applied immediately following the first.

- Drying times for sealer can vary significantly. The time of year, temperature, wind and exposure to the sun will all affect drying time. Although sealer may look dry, it is recommended that vehicles stay off the surface for a period of 12-24 hours. Foot traffic is okay if the surface looks and feels dry and doesn't stick to your shoes.

- Newly sealcoated surfaces are flexible and can remain that way for a long time.

- During periods of high heat, sealcoat surfaces are susceptible to tire marks and other scars. Most tire marks blend in time and severe marks can be touched up a month or so after sealing.

SEALCOATING

CAN IT MEET YOUR EXPECTATIONS?

WHAT IT CAN DO

- Enhance the appearance of the pavement and the value of your property.
- Slow oxidation, water penetration, & surface ravelling.
- Resist gas and oil-type spills
- Extend the life of your pavement