



Beyond Paving **BEYOND EXPECTATIONS.**

Dear Valued Customer,

We appreciate your trust in our paving services and would like to address some common questions and concerns regarding **Asphalt Paving** to ensure you have a clear understanding of the process and its outcomes.

1. Power Steering and Tire Marks: The nature of freshly laid asphalt is such that it may exhibit power steering and tire marks. This is a result of the inherent flexibility of asphalt. Please don't be alarmed, as these marks will naturally blend into the surface as the material cures and hardens over time. In fact, traffic is beneficial for new asphalt, and these marks should not be a cause for concern.

2. Surface Rocks Release: You may notice small rocks detaching from the surface of the newly applied asphalt. Areas that are hand-installed may appear slightly rockier than others. Rest assured, this is not an indication of the pavement falling apart. Instead, it's a normal process of the material shedding any excess, unnecessary components.

3. Drainage and Ponding: Our paving work will not alter the existing drainage significantly. The drainage patterns will remain similar to what they were before the project. In areas with less than a 2% slope or low spots, ponding may occur as water won't be able to penetrate the surface through cracks as it did previously. This is an expected outcome and not a cause for concern.

4. Unexpected Thickness and Base Issues: During the removal process, we may discover that the existing material thickness exceeds typical expectations, or the base material is not suitable for repaving. In such cases, work will temporarily halt, and we'll discuss potential remedies and associated costs with you. Please understand that unforeseen issues may arise, and we'll address them promptly to ensure the project's success.

5. Reflection Cracking : Reflection cracking happens because of asphalt pavement overlays that have been placed over a pavement structure that has been cracked or jointed. There is then shifting or movement of the old pavement. These cracks or joints can reflect from that pavement to the surface. Crack sealant is used in tandem with Sealcoating to prevent water from penetrating the surface and to limit the expansion of these cracks. Over time as the asphalt has cured and become less flexible, different types of cracks can appear. This is normal and something regular maintenance is designed to help minimize.

6. Track out: Track out is a natural occurrence where oils from asphalt and sealcoat rise to the surface under heat and pressure. When vehicles drive over newly laid surfaces, this may become evident, especially on non-asphalt areas. It's a temporary effect that will fade as traffic passes over and the asphalt cures.

7. Sealcoating for Protection: To safeguard your investment and maintain the warranty, we recommend sealcoating the new asphalt approximately 6-12 months after installation per NAMSA. This protective layer enhances the longevity of your pavement and is a vital step in preserving its quality. [Why Sealcoat? \(sealcoatmfg.org\)](http://sealcoatmfg.org)

I hope this information provides clarity and reassurance regarding the **Asphalt Paving** process. We are committed to delivering a durable and long-lasting pavement surface, and your patience during the curing process is greatly appreciated.

Sincerely,