

Streets last longer & cost less with

HA5™

**“...an engineering breakthrough in
pavement preservation”**

Blair Barnhardt APM, International Pavement Management Association



Fire Rock HOA



Lasts longer than seal coat



No grainy residue like slurry



11 years of proven durability



Town of Paradise Valley

**HA5 is the only pavement
preservation treatment meeting the
rigid demands of a
High Density Mineral Bond
established by engineers with the
American Public Works Association**

602.307.0425
holbrookasphalt.com

HOLBROOK
ASPHALT CO.



Pavement Maintenance Professionals

3806 S. 16th St., Phoenix, AZ 85040
Phone: 602-307-0425 Fax 602-396-5668

To Our Valued Customer,

Thank you for choosing Holbrook Asphalt for your asphalt preservation needs. A few important details that you will want to use for a reference for yourself and the residents in the community are attached.

We will be in regular contact with you throughout the project from beginning to end. Please don't hesitate to contact us with any questions, concerns, or general inquiries.

Holbrook Asphalt will create a detailed notice that will include maps with dates and times of closure and send them over to you for your approval prior. Notices are distributed 48-72 hours prior to the start of the project. The first contact listed on the notices will be the Office. The other 2 contacts are the Project Managers. All contacts can be reached at any time with any questions or concerns you may have.

Road closures on your project will start at 7AM on each day that we are onsite and working. Unless, otherwise noted, the roads will be opened the following day at 7AM.

We will contact your trash company and local schools. This is to ensure they are aware of road closures that may affect their business and to assist them with arrangements to gain access to the community, if needed. We also ask that you speak with the landscapers to ensure sprinklers are turned off while we are working in the community.

Within 2 days of the project completion date, our Client Services Department will be in contact with you. In the event there are any issues with the project, you will want to let them know now and they can send out our Director of Client Services for a walkthrough and get a cleaning schedule to you.

In closing, we look forward to working with you on this project and your future asphalt preservation needs.

Regards,
Holbrook Asphalt Team

STREETS UPDATE

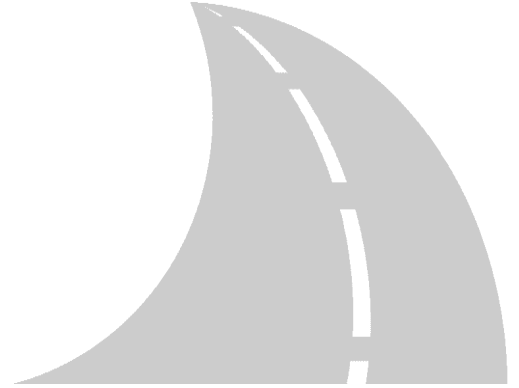
Why was my street closed?

Your street had HA5™ High Density Mineral Bond installed which is a pavement preservation treatment that significantly extends the life and quality of streets in desert climates. The amount of cracking and pot holes over time will be reduced. Streets in good condition also support higher property values.

Note: HA5 meets the rigid specifications of a High Density Mineral Bond established by the American Public Works Association.

What to expect following installation:

While HA5™ significantly extends the life and improves the condition of the pavement surface, there are some unique qualities you should be aware of. Most significant is the scuffing and marking that takes place for the first several weeks following the installation and again with higher temperatures during the first several months. **THIS IS NORMAL AND WILL GO AWAY.**



Slow moving and tight turning traffic will slightly scuff the HA5™, leaving marks and tracks on the pavement. Again, **THESE MARKS ARE TEMPORARY AND EXPECTED.** Over time, the markings on the pavement will heal themselves with regular traffic. Traffic is actually an essential part of the curing process.

What to expect following installation (long-term):

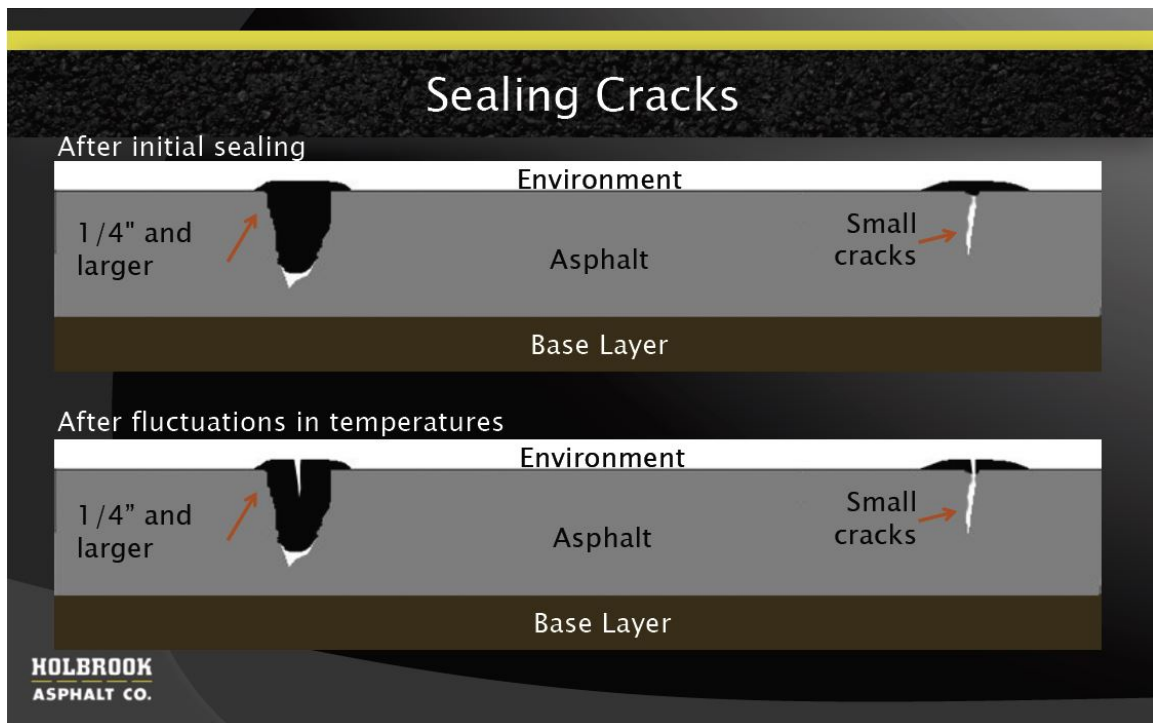
The key to effectively preserving pavement is taking action early in the pavement's life. When HA5 is applied early in a pavement's life, you can anticipate that your street will experience less cracking, pot holes, and other manifestations of aging pavement. Your street will also have a blacker appearance as it ages which is generally considered more aesthetically pleasing and is attributed to higher property values in a community.

For questions, please call:

Nevada: 702.823.3902
Arizona: 602.307.0425
Utah: 435.652.4427



Our industry has been very successful at getting people bought into the fact that if you see a crack then it must be filled or extensive damage will occur. This statement holds true in Flagstaff, AZ Salt Lake City, UT or Denver, CO. However, here in the desert climates we simply do not get enough natural moisture setting on the pavement long enough to penetrate the asphalt profile and get into the base course and subgrade. Therefore, it is NOT necessary to fill cracks less than 1/4 inch and we would be wasting your funds to do so. That being said, be cautious that extensive landscape water overflowing onto asphalt surface can penetrate the asphalt and cause base failure.



When cracks are sealed, as the climate and temperatures fluctuate from season to season, or summer to winter, most if not all of those previously sealed cracks will re-open. Although they appear to be cracked, the crack is only in the top 1/16th to 1/4 inch of the crevice. The entire profile of the crack is still adequately sealed even though there is a visible crack present. The best way to determine if the crack needs to be sealed again is to take a 1/4 inch flat blade screwdriver and insert into the crack. If the screwdriver goes down 1-1/2 inches deep then the crack should be resealed. If the screwdriver does not penetrate to that depth the crack does not need to be sealed. Sealing those cracks only adds un-necessary build up and adds no additional protection to your asphalt.