

SPADONI ASPHALT MAINTENANCE – GIG HARBOR, WA

INFO@SPADONIASPHALT.COM

253-313-1740

General Sealcoating Process Overview

Surface Preparation is key to a long-lasting sealcoat! To ensure the asphalt is properly clean we use any combination of power brooms, blowers, pressure washers (heavily mossed/dirty surfaces), and spot primer to remove any moss, dirt, oil and other impurities prior to sealcoating.

Crack Sealing will be performed on asphalt cracks greater than 1/4" wide and deep. We fill them as close to grade as possible, using a commercial grade rubberized crack sealer prior to asphalt sealcoating. Material will settle, however is not cause for concern. The cracks are sealed and protected, which is the goal. Unless specified on your estimate, heavily cracked (alligatored), spider cracks, edge cracking, (all signs of base failure) and seams between asphalt and concrete areas are not included.

Sealcoating asphalt is not the same as resurfacing. Its job is to minimize exposure to the elements to help provide a longer service life. This is done by applying two coats of sealer, allowing the first coat to dry before applying a second coat, using specialty sealing brooms and/or spray wands. Necessary and ideal conditions for sealing are dry (no rain at least 24 hours before and after sealing) and temps between 50-90 degrees F. The sealer is shiny when first applied and can be walked across without danger of tracking or damaging the surface when the sealer turns dull; usually within a couple hours in direct sunlight; However, in shady areas, it could take more than 24 hours, so watch carefully. If it's shiny, stay off.

We highly recommend vehicles remain off the asphalt for at least 24 hours. Sealer takes approximately 30 days to fully set, so be cautious. **Do not turn vehicle wheels while the vehicle is not moving.** It is highly recommended to not park/drive heavy vehicles or equipment on fresh sealed asphalt for 30 days.

Disclosures

- Water run off can dilute fresh sealer and cause streaks, white marks, and peeling.
- Applying sealcoat over pavement with multiple existing layers can cause delamination (peeling or flaking) of both new and old coatings. Customers are responsible for knowing their pavement's history and avoiding excessive sealing. For best results, seal asphalt about every 3–5 years. Delamination is not covered under our warranty.
- Small amounts of overspray or drips on adjacent surfaces may occur, due to wind. If customer is particular about something staying clean that cannot be moved away from the work area, it is the customer's responsibility to mask or otherwise protect those items/surfaces.
- Small bubbles, ridges, and brush marks can appear in sealer. Our crew diligently to minimize these blemishes, but they are perfectly normal. These imperfections do not jeopardize the integrity of the sealer or the pavement and typically will diminish over time, as such they are not covered under warranty.
- Freshly sealed asphalt often shows dark spots or tire marks at first. Sealer lightens as it dries and sunlight cures it. The top layers dry faster and as pressure is placed on those layers the under layers may show through. This is temporary and fades over time-usually within 30 days.

