

Asphalt Restoration Technology Systems, Inc.

Harmony Harmony, FL

"Wherever the road takes you, Asphalt Restoration Technology Systems will be there!"



Asphalt Restoration Technology
Systems, Inc.
1523 East Pine Avenue
Orlando, Florida 32824
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AsphaltNews.com
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**Asphalt Evaluation and
Proposal
By
Harshin Agravat**





ASPHALT RESTORATION TECHNOLOGY SYSTEMS, INC.

1523 East Pine Avenue 📍 Orlando, Florida 32824

(407) 826-4732 or (800) 254-4732

Asphaltnews.com

Broward CC#:13-3B-18425-X

Palm Beach CC#: U-21936

April 30, 2020

Harmony c/o
Teresa Kramer
3500 Harmony Square Drive West
Harmony, FL, 34773

Dear Teresa,

Thank you for allowing us to evaluate the alleyways at Harmony for their asphalt maintenance needs. The purpose of this report is to provide information for the proposed maintenance for the pavement in your community for review by the association board. The intent of this report is to identify areas of the pavement in your development that will require corrective action due to age of pavement, oxidation, raveling and or other deficiencies. Corrective actions will be recommended for each of the areas identified. The scope of this report is limited to a visual inspection of the property made at the time of our site visit.

Upon completion of my evaluation, the following observations were made:



The alleyways have untreated, virgin asphalt and are showing signs of damage from oxidation in the form of raveling, cracking and fading. Oxidation is the natural break down of your pavement due to the elements that surround it, such as traffic, irrigation, fluid spills, and of course our constant changing weather patterns. These elements cause the binders in your pavement to shrink and evaporate thus eventually loosening its hold on the aggregate that makes up your pavement. This loose rock is known as raveling and is the first signs of failure of your asphalt cap. Since the binders make up about 4% to 6% of your asphalt, it is important to keep them in place and conditioned in order to help extend the life of your current asphalt cap.

New asphalt pavement is black in color and flexible. Once asphalt is in place, the sun's ultraviolet rays further oxidize the maltenes fractions. One to three years later, the pavement hardens and the appearance of loose "fines" on the surface is detected. This is evidence of pavement deterioration. If untreated, the asphalt will continue to harden and become extremely brittle, resulting in hairline cracks. As water enters these cracks, they expand and multiply. Traffic movement breaks up the asphalt, causing potholes and other pavement failures to occur, consequently leading to a potential liability for the pavement owner. A decision must be made to rectify the problem.

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This alley ways were constructed using a soil cement sub-base material. Soil cement bases are also known as “floating bases” and are installed on properties in low lying areas or near large bodies of water and are designed to rise and settle as the water table adjusts. When the asphalt on these bases starts to oxidize, the pavement begins to crack in a symmetrical checkerboard pattern in order to reduce the stress placed on it during this adjustment. Without proper maintenance, these cracks will eventually break through to the sub-base and begin allowing water to cause damage to the true stabilizing factor of your roadways.



Please note that no matter how many asphalt lifts you install on these types of bases, the cracks will continue to reappear time and again. This cracking is known as reflective cracking or “mirroring” and is a result of the natural vibration of the earth. The vibration causes the cracking to rise into the new asphalt cap in the exact pattern that was present before hence the name “mirroring”.



Installing a hot melt crackfill material prior to an overlay or milling out the existing asphalt cap will help slow down this process however, the delay is only temporary. Applying an asphalt rejuvenator to your pavement will help keep the roadways conditioned and also slow down the

appearance of these cracks. This type of process must be applied correctly and based on the manufacturer’s recommendations in order to achieve the maximum life expectancy from your asphalt cap.



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There are inverted drain lines in the alley ways that are failing at different levels. Inverted drain lines are installed on property and are designed to direct water flow to your drain boxes located in the center of your roadways.

Though correct in concept, contractors failed to recognize that since water is heavier than oil, these invert lines tend to deteriorate and ravel faster than any other area on property. Based on the previous repairs on property, this community is fully aware of the issues that occur with these types of drain lines.

If a community wishes to avoid constantly spending money to repair the inverted drain line, one of the things they might want to consider is installing concrete flumes down the roadways with the inverted drain lines. Though the initial cost might be a little expensive, the money that you will save from not having to repair these areas repeatedly will be well worth the investment for this community.



There is ponding or puddles that are occurring on property that is causing the asphalt to oxidize at an accelerated rate. Water is heavier than oil therefore areas that hold water or are exposed to it constantly will ravel and deteriorate faster than any other area on property. Over time the asphalt becomes too thin and cracks and begins allowing water to damage the sub-base. Unfortunately, large ponded areas such as these are known as “birth defects” of a community and will most likely have issues with the area until the proper pitch of the roadway can be established.

It is impossible to “chase” water out of an area as the ponded area is only the lowest part of the defect. In most cases, the size of the defect is anywhere from 3 to 5 times the size of the puddle. Attempts to correct areas such as this typically result in the ponded area being moved to the right or left of the original location or the puddle will become shallower for faster evaporation. Either way, the best resolution is to inform a paving contractor prior to a new overlay and ask them to shoot the grades and install a level and grading lift to correct the issue properly.



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The alley ways have no concrete edges or curbing. Concrete curbing and gutters act as footer holds for your asphalt and help keep it in place. Without them, the asphalt continues to spread and thin along the edges until eventually they become weak and brittle. Additionally, the water that drains off of these areas as well as weather and irrigation begin to wash out the base material that stabilizes these areas. Over time, you will begin to see the edges begin to break away and eventually need correction.

Since it is not cost effective to install concrete edges or curbing after the fact, make sure to keep the grass and vegetation away from the edges to help delay the premature breakdown of these areas. Also make sure that when defects are corrected that the contractor removes any vegetation from the repair area. It is not well known but there are some of the same components in asphalt that can be found in fertilizer and many people think that covering up vegetation with asphalt will “choke” it out but in all actuality, it actually encourages growth and causes faster deterioration of your asphalt.



Finally, there are some gouges and scuffs on property that are noted that are unsightly and provide little aesthetic appeal. These issues are all superficial pavement defects that rarely have any effect on the structural integrity or stability of the asphalt cap.

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RECOMMENDATIONS

Based on the observations made upon my site visit it is my recommendations that this property start budgeting to mill and pave the alley ways. When obtaining bids for an overlay, make sure that this property includes the milling and removal of the existing asphalt cap down to the sub-base, including the stabilization of any areas damaged due to the water intrusion. Also address any areas that are ponding or puddling as a good contractor can help reduce the standing water by re-shooting the grades and adjusting the pitch in the new overlay. Attempting to overlay the current asphalt cap without milling would be a total waste of money as the cracking and defects present now will reflect up into the asphalt cap within months. The picture shown here was taken at a community that overlaid their old sealcoated and cracked pavement 5 years ago! Considering they budgeted for this overlay to last 17 years, they fell 12 years shy of their expected budget and the residents will be special assessed to pay for the premature overlay.



A year after the property has paved, I strongly recommend that this property begin an asphalt maintenance program utilizing Pavement Dressing Conditioner (PDC) Asphalt Rejuvenator. PDC is a petroleum-based product that is designed to penetrate your asphalt cap and replenish the oils that have been lost due to oxidation. Once replenished, your asphalt regains the flexibility it needs to

adjust to our daily weather changes and thus reduces the chances of your pavement cracking to meet these needs. Another benefit of PDC is with respect to any fluid spills on property. Because PDC is designed to penetrate the asphalt surface, it pulls out the damaging fluids that are causing your asphalt to break down prematurely. Once the PDC has cured, it provides a protective surface to prevent damage from future spills.



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Should this property consider using an asphalt maintenance program utilizing an asphalt/coal tar emulsion also known as sealcoating, I would hope that they would take a look at other sealcoated communities close by to see if this is the look they are going for. Additionally, there are some things to be aware of that a sealcoat contractor might not tell you. Asphalt is oil based and sealcoat is water based so once applied to the asphalt



surface, a natural barrier occurs that prevents the sealcoat from penetrating or adhering to the surface. Once traffic and the other elements are released on property, your drive and turn lanes begin to delaminate or “peel up” almost immediately, leaving your property aesthetically unappealing.



In addition, areas where the sealcoat remains will begin to crack since sealcoat and asphalt expand and contract at different temperatures. Through repeated applications of sealcoat, these cracks become larger and larger until eventually a complete overlay is needed. Add this type of cracking along with your soil cement cracking and your pavement is doomed from the start.

Asphalt performs best during the first 5 years of its placement. After that, it begins to deteriorate quite rapidly and without preventative maintenance, something that might cost you \$2.00 a square yard today could result in a \$10-\$12.00 per yard price tag later. Preserving your asphalt cap at the stage it is today will save this property thousands of dollars later.

It is important for properties to know that sealcoats and rejuvenators are not the same products and perform far differently. I know many properties focus on the price difference between sealcoating and rejuvenation, however, the short-term projections of aesthetic appeal and cost savings is far less appealing once they see how much a new overlay adds to their budget. Sealcoat products are typically applied every 2 years and begin showing signs of delaminating after only a few months after application. Each subsequent application increases the cracking to your pavement, diminishing its lifespan. A rejuvenation product will only be applied every 3-5 years, although we have properties that have gone longer before a second application was necessary.

Look at the “Total Cost of Ownership” over the expected remaining life of your asphalt cap and in the end, you will realize that applying a rejuvenator such as PDC - Pavement Dressing Conditioner Asphalt Rejuvenator, will not only save your communities budgetary dollars, but will also maintain your existing asphalt.

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Please check out our information on the web at www.asphaltnews.com for more information as well as some letters from existing clients.

Should you have any questions or require any additional information, please feel free to call me at (407) 826-4732. Thank you again for allowing us to bid your property and I look forward to hearing from you soon.

Respectfully Yours,

Harshin Agravat

Harshin Agravat, Project Coordinator

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PAVING RECOMMENDATIONS:

When obtaining bids for a new overlay, I have included a list of specifications that a theme park uses for their contractors. This spec sheet seems to help eliminate the good contractors from the bad and helps communities make the right decision when choosing a contractor. Make sure that all the bids include removal of the existing asphalt cap. Additionally, because there is a major issue of ponding on this property, it would be a good idea to address this with the contractors at this time as they will have a greater success at regarding the area and reducing the standing water.

PAVING SPECIFICATIONS

1. Milling and removal of any and all tree roots that are causing damage to the asphalt. (Please note that addressing the asphalt damage is only dealing with the secondary problem as the primary problem are the trees themselves.)
2. (Optional) Install some type of bio-barrier that would prevent the roots from continuing to damage the asphalt.
3. Mill out the existing asphalt and install 1 ½" of Type S-III Hot Mix Asphalt with some leveling where needed. (The severe cracking on property would only appear in the new overlay within the first 12 to 18 months and is known as reflective cracking or "mirroring". The ground naturally vibrates and therefore when new asphalt is placed on top of old, cracked asphalt, the cracks begin to appear within a short period of time in the new overlay in the exact pattern that was there prior to the paving.....hence the name "mirroring". I cannot tell you how many people think this expense is optional and do not realize that contractors eliminate this to get the bid but fail to pass on the importance of it to begin with. If you knew that within 3 years your parking lot would begin to ravel, crack and fail faster because of removing this process, would you still eliminate the cost?)
4. Contractor to provide all MOT per FDOT standards.
5. Contractor shall replace all pavement markings which are removed/damaged by the paving effort.
6. Contractor shall be responsible to repair or replace all items which are damaged due to this effort to the satisfaction of the owner or owner representative.
7. Contractor shall be responsible to provide barricades, signage and traffic control as required to provide a safe enclosed work environment which shall meet all FDOT specifications as require.
8. Contractor will have straight lines at all cuts and edges of the pavement.
9. Contractor shall provide even transition to all adjacent and start/end surface transitions.
10. All landscaping shall be protected from damage.

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SETTING UP AN ASPHALT MAINTENANCE FILE



Board members and property managers are always changing, and often, important records get lost in the mix. When it comes to asphalt maintenance, having records of the work previously completed on your roadways will help guide future board members in the right direction as well as prevent the rehire of contractors that weren't so great to begin with.

Some of the things we recommend having on hand in a binder or specific folder regarding your asphalt maintenance program are:

-  Copies of any bids previously requested
-  Invoices for work completed
-  Warrantees for any special services or offers
-  Square yardage of property
-  Permits pulled for work completed
-  ADA Compliance information
-  Repairs Completed
-  Problem Areas
-  Striping Detail (especially if you have marked parking stalls)
-  Asphalt Maintenance Program

By keeping this information at the ready, your board of directors will be able to dictate to contractors what they want as well as check their pricing against previous bids. In addition, make sure to note any likes or dislikes you have with a specific contractor in order to save time later on.

If a contractor did poor quality work at one time and there are no notes on this, it is very possible that he might be called back at a later time and complete poor quality work again. Paying twice for the same repair is a waste of your community's maintenance budget so always remember:

"The bitter sweet taste of a low price is far outweighed by that of a poor quality job!"

We at Asphalt Restoration Technology Systems, Inc. understand the difficulties communities face in trying to find good contractors that do quality work. To aid in this effort, we offer an asphalt maintenance class to help educate your board members on proper asphalt maintenance as well as educate them on protecting their maintenance budget from contractors who do not have their best interest in mind. Making a wise decision today will help maintain the physical and financial health of your pavement for years to come.



Please visit us at AsphaltNews.com for all your asphalt questions!

PEACE OF MIND

Keep records of your pavement's history so that you can make educated decisions about its future!

FINANCIAL PROTECTION

Don't give shoddy contractors a second chance to waste time and money you could be investing on a REAL solution.

GOOD EDUCATION

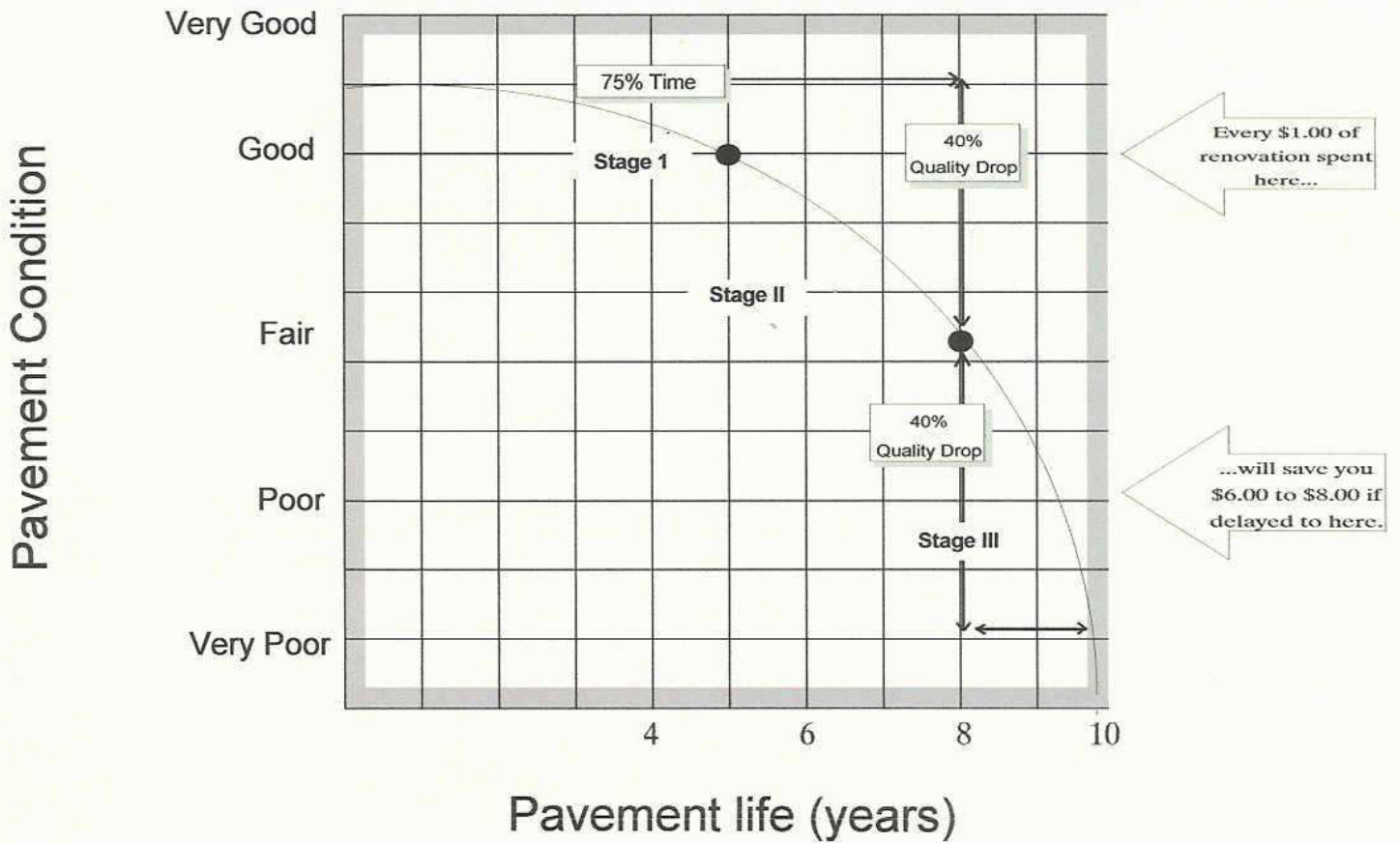
Call now for information about Asphalt Maintenance classes available in your area!

Office: (407) 826-4732

Toll Free: (866) REJUVN8

Connie.Lorenz@asphaltnews.com

Three Stages of Asphalt Deterioration



The graph above illustrates the need for routine maintenance to avoid accelerated surface degeneration after the first six years of use. Every year that surface maintenance is withheld increases the cost of major repairs.



Stage I - The surface color fades to gray as a result of oxidation. Surface oils begin to evaporate.



Stage II - Fine line cracking occurs along with loss of "fines" (minute crushed material); the surface becomes increasingly brittle.



Stage III - Deterioration accelerates with extended cracking, increased brittleness, increased viscosity and reduced flexibility. Foreign matter (oil, water, fuel spills, salt, etc.) penetrates through cracks, further hastening the deterioration from below the surface.

SPEC-DATA

PDC *Pavement Dressing Conditioner*

Manufacturer

Pavement Dressing Conditioner Company

P.O. Box 723

Wexford PA 15090

Phone: 412/721-9212

E-Mail: PDCC@mycci.net

PRODUCT DESCRIPTION

Pavement Dressing Conditioner is a rejuvenating sealer that chemically plasticizes the binder portion of asphalt cement to provide improved rheological properties while protecting the bituminous pavement from deleterious effects of solvents, water migration and UV degradation. PDC is proven to reduce viscosity, increase ductility and will not crack, peel or delaminate.

Because PDC is formulated from bitumen, ASTM D490, grade RT 12, (30-50%), select tar oil distillates (15-40%) for rejuvenation and solvents for blending (30-40%), the combined material replenishes asphalt with superior components than originally present when constructed. Upon contact with asphalt, PDC's oil fraction saturates the depleted binder lowering the viscosity while restoring the binder's ability to bind the aggregate. The excellent penetrating properties carry the protective RT 12 into the binder matrix to form a barrier against water migration or solvent damage leaving little exposure to wear or surface friction alteration. After curing, the UV stabilized pavement has physical characteristics similar to that of newer asphalt. The material may be enhanced with elastomers @ 0.01-13% as specified by the manufacturer.

TECHNICAL DATA

Army Corps of Engineers

AASHTO - American Association of State Highway & Transportation Officials

AFCEC - Air Force Civil Engineering Center

ASTM - American Society for Testing Materials

Note: Multiple State Departments of Transportation

INSTALLATION

Preparatory Work: Surfaces to be treated should be clean and free of any material that could inhibit the flow of PDC into the pavement. The surface must be dry and have a minimum surface temperature of 50 degrees F to facilitate maximum penetration. Engineer, in

consultation with the manufacturer, may waive the temperature requirements. Engineer practices such as nighttime and winter application, require waiver of this requirement.

Application: The recommended application equipment is a hydrostatic distributor capable of producing varied rates of .02-.15 gallons per square yard. PDC is applied utilizing a calibrated, pressurized spray bar that places the material uniformly on the pavement at a specified rate. Prior to full production, application rate pre-tests are conducted to determine the maximum acceptable amount of material that will meet the reduced viscosity requirements and cure within a twenty-four hour period. Freshly-laid HMA application rate should be 0.05 gsy max, as rejuvenation is not required.

Weather Conditions: PDC may be applied when the treated surface is dry.

Drying Time: Drying time is affected by weather conditions and pavement condition. Low temperatures slow drying time but not product performance. The treated area can usually be returned to service after twenty-four hours.

REJUVENATING OIL PROPERTIES

<u>Test Property</u>	<u>Requirement</u>
Specific Gravity @25/25 degrees C (77/77 degrees F)	1.06 min
Water, % by weight	2.0 max
Brookfield Viscosity @ 25 degrees C (77 degrees F)	60 cps max
Solubility in CS 2, by weight	95% min
Flash Point, c.o.c.	82 degrees C (180 degrees F) min
ASTM D86 Distillation: IBP 160 degrees C (320 degrees F)	
180 C (356 F)	0-2%
190 C (374 F)	0-3%
200 C (392 F)	0-4%
210 C (410 F)	0-5%
220 C (428 F)	0-6%
230 C (446 F)	0-8%
240 C (464 F)	0-12%
250 C (482 F)	0-20%
260 C (500 F)	5-30%
270 C (518 F)	10-40%
280 C (536 F)	15-50%
290 C (554 F)	20-60%
300 C (572 F)	25-60%

Finished Property Requirements

<u>Test Properties</u>	<u>Test Methods</u>	<u>Specifications</u>
Specific Gravity @ 25/25 degrees C	ASTM D-70	1.04 minimum

Finished Property Requirements

<u>Test Properties</u>	<u>Test Methods</u>	<u>Specifications</u>
Viscosity Engler 50 cc@ 50 C 25 C, #1 spindle @ 100 RPM	ASTM D-1665 ASTM D-2196	8.0 maximum or 80-200 cps maximum
Water, % by volume	ASTM D-95	2.0 maximum
Distillation % by weight to 170 270 300	ASTM D-20	20 maximum 25-45 maximum 30-55 maximum
Softening Point C, R & B	ASTM D 36	40-55

SEE THE DIFFERENCE YOURSELF.....



Note how the drivelines have worn away and fadedsealcoating only coats your asphalt....

Lake Buena Vista, FL

PDC penetrates your asphalt binder to restore flexibility and **seals** the surface against contaminants.



PDC penetrates the asphalt binder to restore flexibility and seals the surface against contaminants.



Most asphalt sealers simply coat the surface and quickly dissipate through wear and weather.

PDC is easy to apply. Unlike overlays, sealers and replacement, PDC does not require extensive surface preparation. PDC is applied in a one step process, and treated surfaces can usually be reopened in 12 to 24 hours.

PDC has been used throughout the United States, as well as internationally. If you would like to reference any of our corporate, institutional, federal, state or municipal customers concerning the proven value of PDC, the bituminous pavement rejuvenator, please call today.

Greiner

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Orlando, Florida 32301-1975
(407) 422-0353
FAX (407) 423-2695

V100218.PW

Ms. Cynthia L Barrow
Executive Director Bartow
Municipal Airport
Development Authority
P.O. Box 650
Bartow, Florida 33830

Reference: Bartow Municipal Airport

AIP 3-12-0005-12
WPI1827993/995/338/1823006
Rejuvenation of Runway 9R-27L

Dear Cindy:

Enclosed are the testing results from the cores taken on February 20, 1996 by Cal-Tech Testing, Inc. on both rejuvenated and non-rejuvenated portions of Runway 9R-27L. Cores were also taken on Runway 9L-27R to reference the viscosity of a 10 year old pavement.

Runway 9R-27L's asphalt pavement was treated with 0.07 gallon per square yard of Pavement Dressing Conditioner (PDC) and then rolled with four passes of a rubber-tired roller to re-seat free surface aggregate (3/8" or less). The results of the viscosity tests after one year from application are as follows:

Runway	Sample Location	Treated (T) Untreated (U)	Age of Pavement	Viscosity (Poises)
9R-27L	A	(U)	50+	559,614
9R-27L	B	(D	50+	99,235
9L-27R	C	(U)	10+	121,192

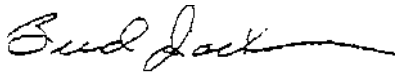
As is readily evident, the PDC treated Runway 9R-27L pavement exhibits a lower viscosity than the 10 year old pavement on Runway 9L-27R.

For this pavement, treating with PDC resulted in an 82.3% reduction in viscosity, which is over four times the 20% viscosity reduction required in FDOT Specification P-627, Coal-Tar Sealer/Rejuvenator. We feel that with the above viscosity results, the increased ductility of the pavement, the reduction of possible Foreign Object Damage (FOD) and the added benefit of fuel resistance, this project was an unqualified success and that rejuvenation of your airport's pavement should become a major part of your pavement maintenance program.

Greiner

Congratulations to Asphalt Management Corporation, Asphalt Restoration Technology and their product - Pavement Dressing Conditioner (PDC) for a job well done!

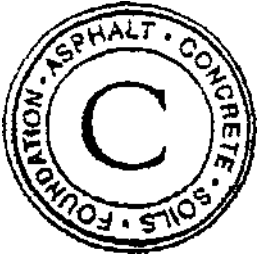
Sincerely,



Bud Jackman
Project Manager

Enclosure

cc: Ms. Susan Moore - FAA
Mr. Terry Beacham - FDOT
Mr. Dave Scherling - "
Mr. Will Kirk - AMC
Mr. Bob Hegerman - ART



CAL-TECH TESTING, INC.

ENGINEERING & TESTING
LABORATORY
P.O. Box 1525, Lake City, FL 02055-1625
6900 Phillips Hwy., Ste. 41, Jacksonville FL 32216

JOB NO: 96-194
LAB NO: 46964
REPORT NO: 1

REPORT OF: Recovered Absolute Viscosity
PROJECT : Barlow Municipal Airport, Bartow, Florida
REPORTED TO: Asphalt Management Corporation
4501 First Avenue North
Birmingham, AL 35222
ATTN: Will Kirk

At your direction, our firm has cut 4 cores from three different areas. The attached plan shows the exact location where the cores were taken. The A Group and C Group of cores were taken in non sealed areas. The B Group of cores were taken in a sealed area.

The top 3/8" of the pavement cores were trimmed off and combined with the rest of the group. The three groups were sent off to have the recovered viscosity performed. The test data as furnished &r groups were as follows:

<u>SAMPLE</u>	<u>VISCOSITY</u>
A	559,614
B	99,235
	121,192

The viscosity was lower on the sealed areas.

If we can be of further service in any capacity, please do not hesitate to contact us.

2cc Client
1cc File

Respectfully Submitted

CAL-TECH TESTING, INC.



Owner Name	Connie Lorenz
Title	President
Company Name	Asphalt Restoration Technology Systems
Street Address	1523 East Pine Avenue
City, State, Zip	Orlando, Florida 32824
Owner E-Mail	Connie.Lorenz@asphaltnews.com
Company Phone	(800) 254-4732
Company Fax	(407) 826-9055
Website	AsphaltNews.com
Broward CC#	13-3B-18425-X
Palm Beach CC#	U-21936

In 1999, Ms. Lorenz was hired as the Office Manager for Asphalt Restoration Technology of Florida. Her duties entailed overseeing all accounts payable, accounts receivable, collections, purchasing, payroll, banking, customer service and general office duties. After a short time in this position, Ms. Lorenz noticed a lack of leadership and direction in the company and began a marketing campaign geared towards the hospitality market in order to increase revenues.

In 2000, Ms. Lorenz was promoted to Supervisor of Operations and at this time began a total transformation of the company. She utilized her quality control skills to identify and correct weaknesses in the operating procedures in the field as well as the administration office. She was instrumental in generating increased revenues while establishing her as a leader in the asphalt maintenance industry among vendors and competitors.

Her attention to detail as well as customer satisfaction took the company above and beyond the previous standards of other asphalt maintenance organizations in the market. It was during this time that she began to address the specific needs of a customer's property instead of providing a generic solution, as provided by asphalt maintenance companies in her industry. One of her strategies was to educate the consumer in regards to proper asphalt maintenance. She did this through education by teaching classes as well as authoring a number of magazines articles. Initially offering one class, she now teaches statewide and last year taught a class at the National Pavement Expo in Nashville. Ms. Lorenz also began by submitting articles to some local trade magazines which generated an interest in an area that little information was available. Now a regular contributor to both local and national publications, Connie is considered one of the foremost experts in her field.

In 2004, Connie was asked to step up to the role of President of the company. She also captured the attention of the Manufacturer of our number one rejuvenator PDC (Pavement Dressing Conditioner) and was invited to sit on the Board of Directors of the PDC Group of Distributors. Through field studies and experience, and courses and seminars available through some of the best educators, Connie has become one of the sought-out asphalt maintenance professionals in the industry and is known for raising the bar on the competition through offering specifically detailed and informational evaluations.

In 2007, Ms. Lorenz purchased Asphalt Restoration Technology of Florida, making it known henceforth as Asphalt Restoration Technology Systems, Inc. She continues to see the growth and higher standards of performance for her company and sets her goals to hold the reputation as the best maintenance company around from customers across the state of Florida. She was recently featured in a docuseries on NBC that aired January 4' 2017 on a show called Blue Collar Millionaires that gives a brief insight into her business and life path.

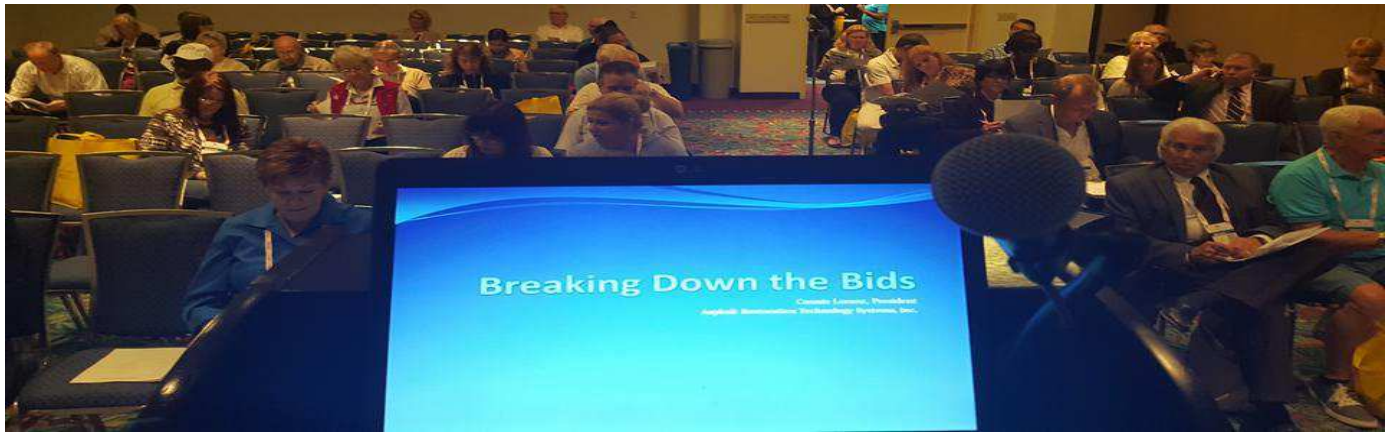
Accomplishments –

- Recipient of the 2010 South Florida Top 50 Entrepreneurs
- Selected for the Advisory Council for the National Pavement Expo – 2012
- 2013 Top 50 Pavement Repair Contractors, Pavement Maintenance & Reconstruction Magazine
- 2014 Top 50 Pavement Repair Contractors, Pavement Maintenance & Reconstruction Magazine
- 2015 Top Contractor for Repairs, Sealcoating and Striping through PMRM
- 2016 Top Contractor for Repairs, Sealcoating and Striping through PMRM
- 2016 Pulse of the City Award
- 2017 Pulse of the City Award
- 2014 FCAP Florida Readers' Choice Award – Platinum
- 2015 FCAP Florida Readers' Choice Award – Platinum
- 2016 FCAP Florida Readers' Choice Award – Diamond
- 2017 FCAP Florida Readers' Choice Award – Diamond
- 2017 Enterprising Women of the Year Award
- A+ Rated – Better Business Bureau
- WBENC Minority Owned Business

Organizations –

- CAI – Multi Chapter Members
- BMI – Multi Chapter Members
- MOGCI – Single Chapter





CEU Classes – (Designed, Certified and Presented)

- Asphalt Maintenance 101 – 1 & 2 Hour CEU
- ABC's of Road Resurfacing & Asphalt Maintenance – 1 & 2 Hour CEU
- Pavement Preservation Using Asphalt Rejuvenators – 1 & 2 Hour CEU
- Breaking Down the Bids – 1 & 2 Hour CEU
- The Perfect Paving Project – 1 & 2 Hour CEU

Other Classes – (Designed and Presented)

- How To Be Your Asphalt Maintenance Professional – National Pavement Expo – 2013
- Breaking Down the Bid – 30 minutes
- Pavement Preservation Using Asphalt Rejuvenators – 30 minutes
- In House Asphalt Maintenance – 1 Hour
- Identifying Asphalt Repairs – 1 Hour
- Mastering Asphalt – 2 Hour Course – CEU Pending

Published Articles –

- Dot.Com or Dot.Cost – FLCAJ February 2005
- Understanding Asphalt Repairs – Common Ground – September 2005
- The Gypsy's Are Coming – FLCAJ – January 2006
- When Good Customers Go Bad – FLCAJ – November 2006
- Good Money After Bad – FLCAJ January 2007
- To Pave or Not to Pave – FLCAJ – April 2008/2015
- Asphalt Maintenance – Investment or Expense – RoadPatch.Net – December 2009
- Apples To Apples – FLCAJ – March 2010
- Making Informed Decisions about Asphalt Maintenance – FLCAJ – September 2011
- Ponding – FLCAJ – July 2013
- Venice Golf & Country Club – Still Rocking after 20 Years! – FLCAJ – October 2015
- Pavement Rejuvenation – What You Didn't Know! – FCAP – February 2016

Participant Articles –

- The A-B-Cs of Exterior Paving Options – Managers Report Magazine September 2003
- Paving Options – Managers Report – July 2003
- Paving 101 – Wherever the Road Takes You... - FLCAJ February 2006
- Kings Ridge – FLCAJ – June 2009
- “Follow Me” Though Asphalt Rejuvenation at Spruce Creek Preserve – FLCAJ October 2014

CLASS DESCRIPTIONS

We certify our own classes and therefore we can teach them anywhere we want! Connie can come to your location and teach either the one hour or two-hour course or set up a program that incorporates the top three classes in an order that is understandable and beneficial to not only our property managers but board members and home owners as well!

ABC's of Asphalt Maintenance #9627259 – 1 Hour CEU/#9627245 – 2 Hour CEU

ABC's of Asphalt Maintenance is a beginner's class that addresses the terminology used in the pavement maintenance industry along with general reference to standard repair issues and surface treatments available. This class will help property managers address any areas of concern on property with knowledge and confidence in directing their contractors to meet their community's needs. With contractors using various terminologies to explain their process, it is important that a property manager understand what each contractor is talking about before they can actually compare quotes.

Breaking Down the Bids #9627261 – 1 Hour CEU/#9627202 – 2 Hour CEU

Asphalt Maintenance is a very complex issue property managers have to address in their day to day adventures. With numerous asphalt maintenance programs, available, it is important that a property manager understand what they are working with on their properties before they begin accepting proposals. This course shows property managers how to evaluate their property's needs, design a Request for Proposal and then break down the bids to compare "apples to apples" once they are received. This class will give the manager confidence in working with their contractors with complex projects such as pavement repairs, areas of concerns and paving projects from start to finish!

Pavement Preservation Using Asphalt Rejuvenators #9627260– 1 Hour CEU/#9627262

Asphalt rejuvenators have been around since the 1950s and are beginning to make an appearance in both the residential and commercial markets. In this session, you'll learn about this material and how to apply it. You'll learn the basics including how and why rejuvenators work, how rejuvenators differ from other surface treatments with respect to equipment and application processes, and why asphalt rejuvenators are becoming increasingly important in the pavement industry. You'll learn the practical side of rejuvenators from a contractor who applies them every day and who has been using a rejuvenator for years. Plus, learn how to take this new-found knowledge and apply it to everyday marketing to help open up new opportunities to increase sales in your market.

The Perfect Paving Project #9628458 – 1 Hour CEU/ 2 Hour Pending Approval

The Perfect Paving Project is a fun filled, interactive, information packed class on the ins-and-outs of how to put together and complete the "perfect paving project". With this class, we will learn to measure and evaluate our property while learning to design our RFP. With information ranging from depressions to crackfill, we will show you how to understand the bids received, break them down and get the best project for your money! Once a contractor is selected, we will then take the attendees towards actually overseeing the milling and paving project on their own. This class will reveal the secrets behind the scenes on how to do it yourself and get it right the first time!

Confused about what type of asphalt maintenance program to use for your untreated parking lots and roadways?



Sealcoat



Untreated



Pavement Dressing Conditioner

ANY QUESTIONS?

Call to see if your property qualifies for the best asphalt maintenance program available in Florida!



Asphalt Restoration Technology Systems, Inc.

1523 East Pine Avenue

Orlando, FL 32824

(800)254-4PDC or (866)REJUVN8

AsphaltNews.com

Serving Florida Since 1993



OUR SERVICES INCLUDE:

Asphalt Rejuvenation

Asphalt Repairs

Minor Concrete Repairs

A.D.A. Compliance

Handicap Ramp Installation

Latex/Thermal Striping

Wheelstop Removal/Replacement

Bollard Pole Installation

Speed Bump Installation

Asphalt Milling

Sign Installation

Asphalt Sealcoating

“Wherever the road takes you,
Asphalt Restoration Technology Systems, Inc will be there!”