

# GRIP-FLEX GAZETTE

SPECIAL MILITARY AIRFIELD EDITION

FEBRUARY 2011

SPECIAL EDITION MILITARY AIRFIELDS

Hazardous PAHs & VOCs Released by Most Pavement Products

## GRIP-FLEX Tests at ZERO For Both

### Just The Facts Please....

Any discriminating review of the specifications for pavement rejuvenators, seal-coats or fog seals (whether coal tar or asphalt based) will disclose that PAHs (Polycyclic Aromatic Hydrocarbons) are a primary component of those products. If you visit a jobsite where they are in use your nose will alert you to the presence of these chemicals. PAHs are contained in the dense smoke emitted when installing a new Hot Mix Asphalt Overlay (see picture below).

And we've all heard about RT12 Coal Tar based products (rejuvenators and seal-coats) and the release of PAHs and VOCs (Volatile Organic Compounds) into the environment. The truth is almost all pavement materials whether coal tar or asphalt based release VOCs into the environment as they break down from exposure to natural forces. Hot Mix Asphalt is considered so toxic that asphalt debris is handled as Hazardous Waste. The various other products, whether they be cement based, epoxy based, etc. also contain a variety of extremely hazardous chemicals.

**You can have Safe Long-Term Pavement Preservation** that legitimately preserves, protects and improves the pavement surface without releasing PAHs or VOCs into the environment. We do it. GRIP-FLEX Surfacing is made from raw materials that are so highly refined that there are no PAHs or VOCs detectable by independent laboratories using state of the art testing equipment. (see [www.GRIP-FLEX.com](http://www.GRIP-FLEX.com)) We provide a net plus environmental impact on the pavement by hindering any further release of VOCs into the environment by the oxidizing asphalt or deteriorating asphalt sealers. Even our manufacturing and material handling processes are friendly to the environment.



**Note the Clean Process when installing a new GRIP-FLEX Surface. No PAHs or VOCs Released during application, curing or afterwards, unlike most other pavement products.**



The picture above shows the hazardous release of PAHs (smoke) into the environment during the installation of Hot Mix Asphalt.

Publication by Ameriseal of Ohio, Inc - 200 Weller Dr. Smithville, OH 44677 - 330-669-3441

Find more information at: [www.GRIP-FLEX.com](http://www.GRIP-FLEX.com)



22

GRIP-FLEX STAYS BLACK

GRIP-FLEX STAYS ON

4



## USACE Conducts Pavement Product Testing

Often the performance of pavement products do not reflect the promises. The pavement industry uses internal testing to “prove” performance capability. Finally, a scientifically based study by USACE will expose the truth about the performance of pavement maintenance products.

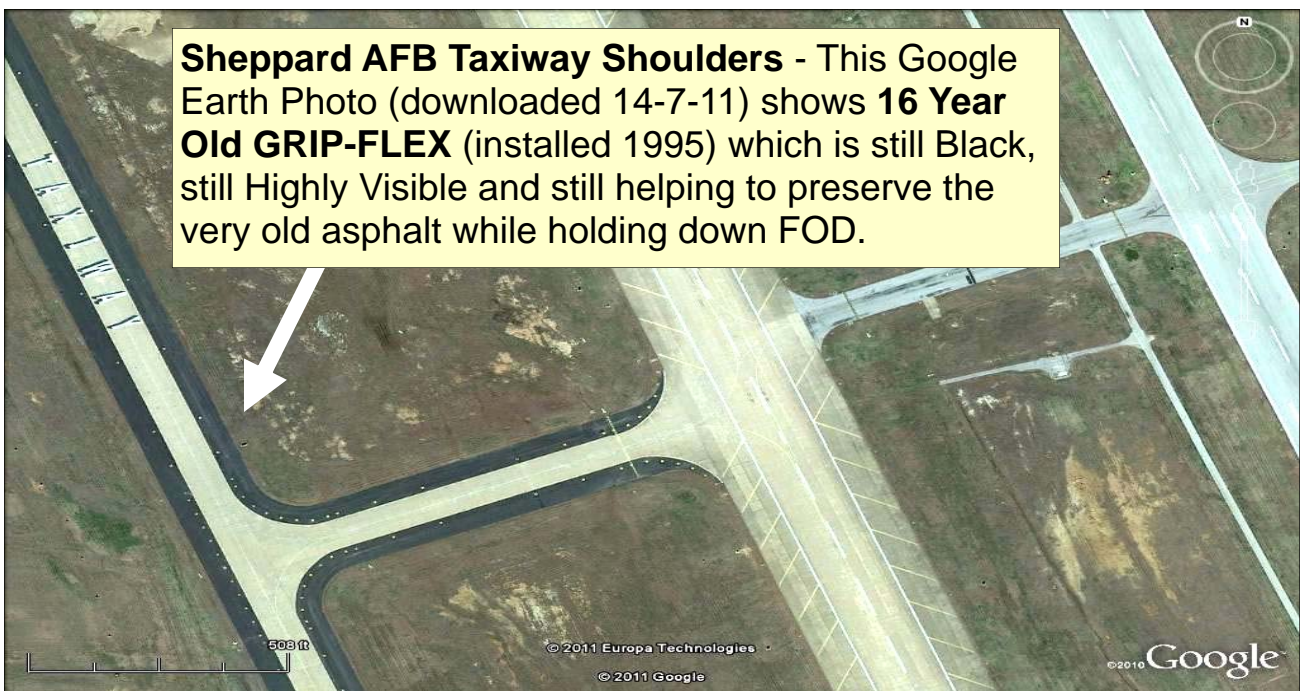
The United States Air Force commissioned the Army Corps of Engineers Research and Development Center to evaluate the performance of five different pavement maintenance products including GRIP-FLEX. The study will measure the overall effectiveness of these products as well as the initial and long-term effect on the pavement’s friction coefficient.

Three Air Force Bases test locations were selected for the installations; a hot, dry climate at Davis-Monthan AFB in Arizona, a cold climate that experiences freeze-thaw cycles at Dover AFB in Delaware, and a hot, wet climate at Hurlburt Field in Florida. *Both Grip-Flex Type B Micro-Surface and Grip-Flex Spray Seal are being tested at these locations.*

The Air Force study is similar to the one conducted on Army Airfield Pavements in 2009, but has less products being evaluated and larger test sample sizes. The test sizes for the Army study was 400 SY per product, and the test sizes for the Air Force study are 2,500 SY.

In 2009, GRIP-FLEX was selected by USACE to participate in a 5-year pavement product life cycle. The study is commissioned by the Army Transportation Infrastructure Program, Headquarters, Installation Management Command.

While final results will not be published until the completion of the 5-year evaluation, early results have indicated that the GRIP-FLEX installations are performing at a very high level in the cold climate of Wheeler-Sack AAF, the hot and dry climate of Robert Gray AAF, and the hot and wet climate of Lawson AAF. A summary of the study can be found in the publication “Public Works Digest: Volume XXI, No. 4, July/August 2009”





## GRIP-FLEX Surfacing Muir Army Airfield, PA



Muir Airfield Before Installing  
a New GRIP-FLEX Surface

Muir Airfield in Pennsylvania is the second busiest Helicopter Airfield in the world. When they decided to install a new protective wearing surface they wanted something that would perform substantially better than the typical sealcoats and rejuvenators (See Inset which is Muir Airfield with a 5 year old sealcoat) GRIP-FLEX Surfacing offers a very long life expectancy, high visibility, skid resistance and fuel resistance.

## Muir Army Airfield chooses GRIP-FLEX Surfacing

Muir Army Airfield is home to the 28<sup>th</sup> Combat Aviation Brigade. It is a helicopter training facility for the Army, with 75 based military helicopters (UH-60 Black Hawk, UH-72 Lakota, and the CH-47 Chinook) and 3 fixed wing aircraft which complete over 70,000 take-off and landing operations every year, making it the second busiest helicopter base in the world.

The asphalt pavement was treated with a coal tar sealcoat several years prior, but nearly all of it had worn away due to the normal breakdown of the P-631 and constant traffic from the helicopters, fuel trucks, and snow plows during the winter. GRIP-FLEX was the perfect solution to provide long-lasting protection of the existing asphalt pavements, and has increased the visibility of the pavement which has lead to more effective training missions, particularly at night.

Installation of the new GRIP-FLEX Surface was completed in 2010. All 200,000 sq. yds. of airside asphalt surfaces including RW 7/25 were resurfaced with GRIP-FLEX Type B Micro-Surface. And after a harsh winter, GRIP-FLEX has proven to be capable of standing up to the roughest snow plows and all other snow removal equipment.

STAYS BLACK

NO FADING OR OXIDATION

100% FUEL RESISTANT

# GRIP-FLEX GAZETTE

## SPECIAL MILITARY AIRFIELD EDITION

### Inside This Special Military Edition:

**Muir Army Airfield Major Project...** The Second Busiest Helicopter Airfield in the World Uses GRIP-FLEX to resurface the entire airfield improving visibility, safety and durability of all airside pavements.

**USACE Conducts Real Studies on Pavement Products...** Purpose of testing is to provide real documented empirical data on the true performance and capabilities of pavement maintenance rehabilitation products. Manufacturers make all kinds of claims about product performance. This study focuses on the truth and facts.

**Environmental Issues and Pavement Maintenance...** Many products are available that can provide a black surface or some delay in pavement deterioration, but at what environmental cost? There are environmentally safe products for Long-Term Pavement Preservation.

---

Ameriseal of Ohio, Inc  
200 Weller Drive  
Smithville, Ohio 44677

---

### Inside This Issue:

- ⇒ Resurfacing Muir Army Airfield
- ⇒ Army Corp of Engineers Product Testing
- ⇒ The Environment & Pavement Maintenance

Email: [jpeters @grip-flex.com](mailto:jpeters@grip-flex.com)  
[www.GRIP-FLEX.com](http://www.GRIP-FLEX.com)  
Do It Once. Do It Right.