



ROAD-GUARD

**SPECIALTY ASPHALT SURFACE TREATMENT, FOR
MEDIUM TO LOW TRAFFIC BEARING ROADS.**

1.0 Objectives:

This specification covers the application of TRITON ROAD-GUARD, which is a *premium grade* rubberized protective road surface treatment system, designed specifically for deteriorated surfaces over the years of service. The roads with structural damages may require in-depth repairs prior to surface treatment with TRITON ROAD-GUARD.

- 1.1 To extend the service life of asphalt pavements by sealing out:
 - The sun's ultraviolet rays, which result in oxidative decomposition.
 - Deteriorating effects of deicing salts.
 - Water and subsequent damage to the sub-base caused by water penetration.
- 1.2 To preserve the road surfaces.
- 1.3 To provide a uniform-textured surface for comfort in driving.
- 1.3 To reduce the maintenance costs and extend the service life.
- 1.4 To fill minor surface imperfections and yield an even looking surface.

2.0 Materials:

2.1 TRITON ROAD-GUARD, Asphalt/clay Emulsion Based and fortified with rubber/polymers and specialty chemicals surface treatment;

2.1.1 Meets and or exceeds the requirements of the following specifications.

| Constants/Property | Min. | Max | Method | TRITON Road Guard | Status |
|---|--|--------|---------------|------------------------|----------|
| Weight/Gallon (lb.) | 9.0 | - | ASTM D 244 | 9.25 Min. | Passes |
| Sampling Method for bituminous mat. | NA | NA | ASTM D 140 | OK | Complies |
| % Non-Volatile | 47 | 53 | ASTM D 2939 | 49-51 | Passes |
| % Non-Volatile Soluble in carbon disulfide | 20 | - | ASTM D 2939 | - | Passes |
| % Ash of Non-Volatile | 30 | 40 | ASTM D 2939 | 34-35 | Passes |
| Drying Time, hrs. | - | 8 | ASTM D 2939 | 1-4 | Passes |
| Resistance to water | No penetration or loss of adhesion | | | OK | Passes |
| Flexibility | No cracking or flaking | | | OK | Passes |
| Resistance to impact | No chipping, cracking or flaking | | | OK | Passes |
| Wet film continuity | Smooth, non-granular, free from coarse particles | | | OK | Passes |
| Cured Film color & Viscosity | Black | - | ASTM D 562 | OK | Passes |
| Wet track Abrasion | - | 35 gm. | ASTM 3910 | OK | Passes |
| Accelerated Weathering | No deterioration | | | FED. SPEC.- TT-C -555B | OK |
| Salt Spray (Fog) operating inst. | NA | NA | ASTM B 117-11 | OK | Complies |
| ASTM D 466, D 529 and D 2939 have been withdrawn. | | | | | |

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- 2.1.2** The material shall be homogeneous and show no separation or coagulation components that can not be re-dispersed with moderate stirring.
- 2.1.3** The material shall be suitable for application and complete coverage, by brush or by approved mechanical methods, to the bituminous surface at a spreading rate of 0.18- 0.20 gal./sq. yard (0.8-0.9 liter/sq. meter) based on the amount of concentrated TRITON ROAD-GUARD, in a two (2) coat application system.

- 2.2** Sand / Aggregate Specifications: Sand shall be clean hard and irregular silica sand, free of clay, dust, salt, and organic matter. It must meet the following gradation. Coarser sand may be used, for surfaces with very open textures.

| U.S. Sieve Size | Percentage Retained | |
|------------------------------|---------------------|---------|
| | Minimum | Maximum |
| No. 20 or coarser (0.850 mm) | 0 | 0 |
| No. 30 (0.600 mm) | 0 | 5 |
| No. 40 (0.425 mm) | 7 | 25 |
| No. 50 (0.300 mm) | 15 | 50 |
| No. 70 (0.212 mm) | 20 | 40 |
| No. 100 (0.150 mm) | 3 | 30 |
| No. 140 (0.106 mm) | 0 | 10 |
| No. 200 (0.075 mm) | 0 | 7 |
| Finer than No. 200 | 0 | 3 |

- 2.3** **Water** shall be clean and potable, free of harmful soluble salts, within a temperature range of 50-80 ° F.
- 2.4** **Additive** – None required. Under highly humid or low temperature ambient conditions, fast drying additives, e.g. Macro-Fast and Max-Dri may be added, if specified and accepted by the project manager. For additional flexibility and toughness, STAR MACRO-FLEX may be used.
- 2.5** **Crack Fillers:** Must be certified by the supplier for compatibility with the sealcoating material. Cold pour crack fillers e.g. **STAR STA-FLEX**, or hot- pour rubberized crack fillers are recommended.
- 2.6 Primers:**
- 2.6.1** **Oil Spot Primers:** Must be certified by the Sealcoat manufacturer for compatibility with the sealcoating material. **STAR S.O.S. Primer/Sealer** is recommended.
- 2.6.2** **Pavement Primer:** Must be certified by the Sealcoat manufacturer for compatibility with the sealcoating material.
- 2.6.3** **Specialty Coatings/Primers** may be recommended by the manufacturer for problematic areas, e.g. rust streaks in the pavement, excessive surface contamination with oil, grease, fat etc. **STAR GENESIS**, pre-diluted with water (in 1:1 volume ratio; product: water) is recommended. It is also recommended for fresh laid asphalt patches and polished aggregates.

3.0 Surface Preparation:

The pavement surface to be sealcoated must be sound and surface cured to achieve the optimum performance. Sound pavements are those that;

- Have oil-free surfaces (for additional notes - see under new pavements).
- Are compacted proper over the base and sub-base courses and suitable for the desired traffic loads.
- Are well drained and stable.

- 3.1** **New Asphalt Pavement Surfaces:** Cure new asphalt pavement surfaces so there is no concentration of oils on the surfaces. A period of at least 90 days at +70 ° F daytime temperature must elapse between the placement of a hot-mixed asphalt pavement and the application of TRITON ROAD-GUARD. Perform a water-break-free test to confirm that the surface oils have degraded and dissipated. Cast one gallon of clean water over the surface to be tested. If the water sheets out uniformly, without crawling or showing oil rings, the pavement is suitable for sealcoating.

3.2 Old and or badly oxidized asphalt pavement shall be primed with a primer coat, prior to sealcoating.

Prime coat - The suggested materials are:

- a. TRITON ROAD-GUARD diluted with clean potable water in 1:3 volume ratio (sealer: water) applied at 0.04 to 0.06 Gal. (undiluted sealer)/ square yard.
- b. STAR GENESIS, diluted with clean potable water in 1:1 volume ratio (STAR GENESIS: Water), applied at 0.05-0.08 gal. (mixed)/ square yard.

3.2 Clean the surface thoroughly to remove all foreign debris (dirt, gravel, silt, etc.) using air blowers or by flushing with water. Embedded dirt and silt shall be removed with steel bristle hand brooms.

3.3 Treat all grease and oil spots by scraping off the excess oil and dirt with a wire bristle broom and coat with STAR OIL SPOT PRIMER (S.O.S.) in accordance with directions. STAR GENESIS is recommended for areas contaminated extensively with oil, grease, fuel, etc.

3.4 Make all necessary repairs, patch soft spots, and fill all cracks and holes in the pavement. All patched areas must be cured before applying TRITON ROAD-GUARD.

4.0 Materials and Recommendations:

4.1 Mix design Recommendations:

| | <u>US Units</u> | <u>Metric Units</u> |
|-----------------------------|----------------------|-----------------------|
| TRITON ROAD-GUARD | 100 gal | 100 liters |
| Water (Clean, potable) | 15-20 gal. | 15-20 liters |
| Sand/Aggregate (50-70 AFS)* | 600-800 lbs. | 72-96 kilograms. |
| STAR Macro-Flex | 1 gal. | 1 liter |
| Total | 144-158 gals. | 144-158 liters |

Notes:

1. Mixed Sealer Factor (MSF) - Use 1.5 for the above mix design for the calculation of mixture quantities.
2. * All mix designs must include clean, quartz, angular sand/aggregate. Crushed slag (i.e. Black Beauty) may be used provided it is clean, angular and within 50-70 AFS gradation.

Application Rates

Must be applied to structurally sound pavements. Mix designs and application parameters are subject to specifications as dictated by the project engineer. Old, oxidized surfaces must be primed with a suitable primer.

For most applications apply two (2) coats both with sand;

- 1st coat apply:
 - a. Expressed as Triton Conc. @ 0.10-0.12 gal. /sq. yard (0.45-0.55 liter/sq. meter).
 - b. Expressed as a Mixture. @ 0.15-0.18 gal. /sq. yard (0.68-0.81 liter/sq. meter).
- 2nd coat apply:
 - a. Expressed as Triton Conc. @ 0.06-0.08 gal. /sq. yard (0.80-0.90 liter/sq. meter).
 - b. Expressed as a Mixture. @ 0.09-0.12 gal. /sq. yard (0.40-0.55 liter/sq. meter).

Total of two (2) Coats:

- a. Expressed as Triton Conc. @ 0.18-0.20 gal. /sq. yard (0.81-0.91 liter/sq. meter).
- b. Expressed as a Mixture. @ 0.27-0.30 gal. /sq. yard (1.22-1.36 liter/sq. meter).

4.2 Sand Slurry Preparation

- Add the required amount of water to the sealer in the mixing tank and mix thoroughly.
- Keep the mixer running at a moderate rate.
- Add the sand in a steady stream of about one 100 lb. bag per minute. When adding sand, be sure of firm footing and never place hands and arms in the agitating mixer.
- After adding all the sand, close the lid of the mixing tank and raise the speed of the mixer to "high" setting.
- Mix for 10 minutes and allow the contents of the tank to mix thoroughly and break any sand clumps.

- Reduce the agitator speed to moderate setting and keep running. If the mixer is shut off during transport to the job site, it must be restarted and the contents mixed for at least 10 minutes before the application begins. Keep it running during the entire application period.

5.0 Application of Material:

- 5.1 The material shall be applied according to the specifications detailed in Section 4. These systems provide a protective coating that is free of voids, pinholes, and holidays.
- 5.2 The first coat, **TRITON ROAD-GUARD** sand slurry, shall be uniformly applied over the entire surface. If the surface temperature is more than 100 ° F, pre-dampen with a light mist. Avoid puddles. There should be no free-standing water. Do not apply unless the ambient and surface temperatures are min. of 50 ° F and rising.
- 5.3 Allow the first coat to dry sufficiently to take light traffic without scuffing. It will take about 2-4 hours under ideal drying conditions. If the specification calls for a second coat, apply it perpendicular to the previous coat, if practical.
- 5.4 The completed application shall be allowed to cure for at least 24 hours and then tested for traffic-ability prior to opening for regular use.
- 5.6 The amount of material needed will vary according to the porosity and texture of the pavement, therefore, use mix designs (section 4) for guidelines only.

6.0 Method of Application

6.1 Squeegee/ Brush (Hand Application) method:

- 6.1.1 The agitator in the sealer tank should be kept on, to keep the material in suspension at all times. The machine should be equipped with a fog bar to be used for pre-dampening if the pavement temperature exceeds 100 ° F.
- 6.1.2 Coat the edges first. Pour a continuous ribbon of the **TRITON ROAD-GUARD** along the pavement edge 6-12 inches from curbing.
- 6.1.3 Draw the **TRITON ROAD-GUARD** mix away from the pavement edge by pulling a squeegee or brush perpendicular through the ribbon of material at a slight angle. Walk parallel to the pavement edge. Repeat the process in reverse direction pulling the excess material toward the center of the pavement. For best results use a squeegee followed by a brush. Pour additional **TRITON ROAD-GUARD** mix to maintain a working ribbon of material and continue across the pavement until it is completely covered.

6.2 Machine Application:

- 6.2.1 When applying by machine, seal the edges of the pavement by hand. The machine should then be used to apply **TRITON ROAD-GUARD** mix to the remaining area. A self-propelled machine that squeegees and brushes the sealer into the pores of the pavement is recommended.
- 6.2.2 Spray application should deposit the material according to specified coverage rates.

- 7.0 Striping:** If striping is required, use STAR-BRITE Latex Traffic Paint (TT-P-1952b) or STAR BRITE PLUS, Fast Drying, 100% Acrylic Traffic Paint (tt-p-1952e). Allow the sealcoat to dry at least 24 hours before striping.

Precautions

- 8.1 **TRITON ROAD-GUARD** must be protected from freezing. Do not store at temperatures below 32 ° F. Do not apply **TRITON ROAD-GUARD** during rainy or foggy weather. **Ground and air temperature must be 50 ° F and rising prior to and after application.**
- 8.2 Drying is retarded by excessive moisture in the air or ground. Examples: rain, fog, prolonged humidity and seasonal extremes (early spring - late fall). Under such conditions, allow additional time for initial drying and cure.
- 8.3 Follow the recommended coverage rates. IF **TRITON ROAD-GUARD** is applied too heavy, the surface will dry first and restrict the water evaporation from the rest of the film, slowing down full curing process.
- 8.4 Use good sealcoating practices for personal hygiene and safety. Avoid breathing vapors and wear protective clothing and eye protection. See the Material Safety Data Sheet for **TRITON ROAD-GUARD** for details.
- 8.5 Keep out of reach of children.



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1150 Milepost Road
Columbus, Ohio 43228

800-759-1912
www.starseal.com

Tel 614-870-0744
Fax 614-870-0598