



WHY PAVE WHEN YOU CAN SAVE?



P-608 Emulsified Asphalt Seal Coat (GSB-88®): Proven on 950+ airfields & 600+ runways

FAA P-608 Specifications:

The Federal Aviation Administration's revised Advisory Circular contains new and revised "P" Specs. One of the new additions is **GSB-88® Complies with New FAA P-608 Specifications** and may be used on ALL airfield pavements, including runways, taxiways, aprons and new pavement.

Although P-608 is a new FAA specification, **Gilsonite Modified Asphalt Emulsions** have been used as highly effective airfield pavement preservation tools for 25+ years.

Runways don't last as long as they used to:

While modern asphalt mixes may meet current standards and specifications, over the years, the airport industry has witnessed a significant drop in runway performance.

WHY? At the molecular level, when hydrocarbon chains in crude oil are broken into many pieces to meet consumer rising demand for designer chemicals - much of the molecular strength in the original chemical compounds are lost. Even when chemicals are added back in, the result is still an asphalt binder stripped of many essential and vital properties. Plus, when pre-oxidized during the hot-mix production the resulting pavement "glue" is highly susceptible to further degradation through oxidation, friction wear, and traffic volume.

The Solution - Asphalt Preservation:

Don't wait, preserve airport pavement still in Good Condition and **SAVE MONEY!** Proven by FHWA, FAA, NAVFAC, MDOT, and AZDOT: **For \$1 spent on Preservation, up to \$11 is saved by reducing replacement costs and extending runway life.**



photo credit: ASI

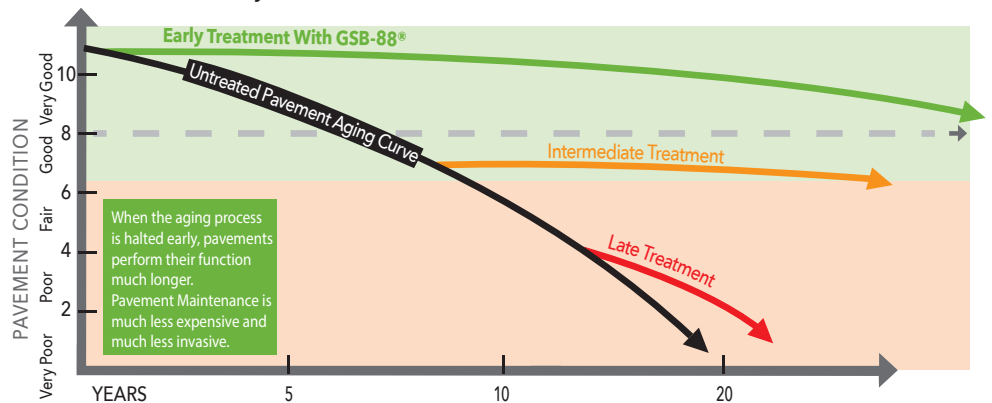
Once the surface erodes away, your runway's binder is exposed to the elements. Even if you patch the damage, the structural breakdown continues; water and seepage expand and contract allowing vital oils to escape to the surface making your runway brittle - **and will need to be replaced sooner than you think!**

You should be asking, "HOW CAN I MAINTAIN RUNWAY PERFORMANCE?"

"Research shows that if airports maintain asphalt pavement [via preservation] every 3-5 years, they can get 20+ years out of a runway, if not 30.

-Joel Harry, Airfield Engineer, Project Manager, CH2M HILL

Early Pavement Preservation With GSB-88® Works Better!



Applications of GSB-88® 1x every 5 yrs can double pavement life while reducing overall maintenance costs. As long as a pavement is structurally sound, GSB® applications will provide the maximum benefit over time. Gee Asphalt can demonstrate pavements that have been in a continuous GSB® Preservation Strategy for 45+ yrs and are predicted to perform at a high level of service longer than 50 yrs!

Call Us! (800) 747-8567

www.geeasphalt.com

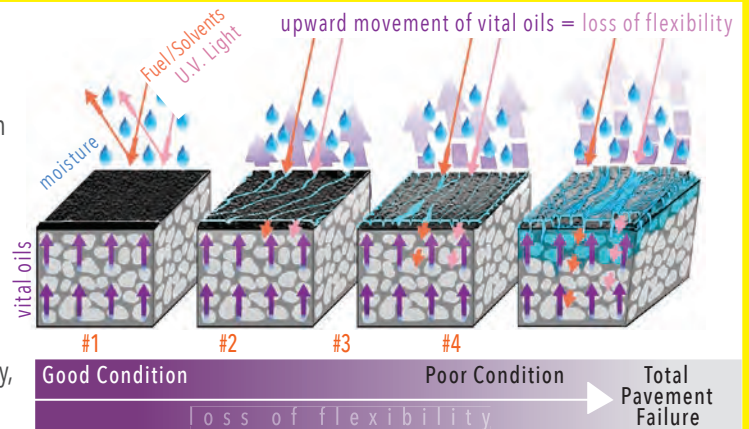
Making Good Pavement Last!

A familiar scenario: Life cycle of typical sealcoat:

#1) New sealant keeps elements / seepage out before damage is noticeable, but the vital oils that keep pavement flexible in an Excellent / Good Condition begin to move upward through the matrix.

#2) & #3) Cracks and defects appear. Even barely detectable cracks are enough to allow elements / seepage to wreck havoc in the matrix while vital oils reach the surface. *You are losing pavement flexibility at an alarming rate!*

#4) Total sealant failure! Cracking and peeling have left the binder directly exposed. Elements / seepage have destroyed the structure, while evaporating vital oils have left pavement dry and brittle. All pliability, ductility, and flexibility is gone! *Your pavement will need to be replaced!*



GSB-88® – BETTER THAN A TYPICAL SEALCOAT



Gilsonite Ore

Gilsonite, discovered in the early 1860s in northeastern Utah, is a unique natural hydrocarbon high in asphaltenes (50-65%) and nitrogen compounds (2.5-3.5%).



Gilsonite is fully compatible with bitumen. As a resin, it can be melted into hot bitumen, added during the hot-mix manufacturing process, or blended into a preservation treatment as a uniform, easily workable product with minimal downtime.



photo credit: ASI

- PROVEN, GSB® Works Better! - NAVFAC study compared 10 sealants, GSB-88® outperformed every sealant in wet track abrasion tests, increased permeability, reduced viscosity, and reduction of oxidation processes. AND GSB-88® was found to have the lowest life-cycle cost.

Awarded the Environmental Product Declaration (EPD)



Internationally accepted Life Cycle Assessment (LCA); GSB-88® received high scores in all categories. If utilized globally, GSB-88® could save 1.2 million metric tons of CO2 emissions per year and billions of dollars in savings.

- ASI (Asphalt Systems Inc.)

Peanut-butter vs. Butter.

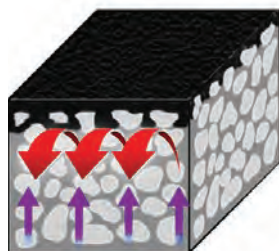
Typical sealcoats lay up on the surface much like peanut-butter sits on top of bread. These coatings do not penetrate into the matrix and therefore performance is tied directly to how much is left on top to protect the binder.

GSB-88® is Like Butter.

Like the way butter seeps down into bread, GSB-88® is absorbed into the pavement to become part of the matrix itself while retaining all vital oils and flexibility inside.

The GSB® Result: Unmatched Binder Strength!

Durability and bonding properties with high density - capable of preserving vital oils, pliability, ductility, and flexibility in pavement!



Original pavement performance is preserved for decades of trouble free pavement and load carrying capabilities.

Apply GSB-88® to pavement that are New, Good Condition, and/or still exhibit sound structural integrity. **GSB-88® has been applied to 50+ million sq. yds. of airfield pavement!**

GSB-88® Extends ALL Airfield Pavements:

- Apply over grooved, PFC, OGFC runways -without affecting design parameters- to prevent water intrusion, flushing and water stripping and raveling (FOD).
- Apply over chip seals to bind down loose chips that are raveling.
- Apply to slurry coatings and microsurfaces to stop raveling and deterioration / halt chipping and peeling of the coating layer.

Gee
ASPHALT
SYSTEMS,
INC.
Making
Good
Pavement
Last

- Proven Benefits of GSB-88® -

- Longer Life Cycle, Lower Cost
- Recognized FOD Mitigation System
- Penetrates into the Matrix
- Minimizes Closure / Downtime*
- Potential 400% ROI

* Frequently, GSB-88® treated runways can be opened just a few hours after closure!

GEE ASPHALT SYSTEMS, INC.

- Established 1950 / Family-Owned.
- Recognized & Trusted Nation-wide.
- Advancing Preservation Strategists.
- 150+ Yrs. of Combined Experience of highly trained technicians & craftsmen.

As one of approximately 65 GSB® dealers in the U.S., Gee Asphalt is the ONLY GSB® applicator with 45+ Yrs. of continuous experience traveling to projects nation-wide. Call for a free consultation and cost estimate and we will help you establish your Asphalt Preservation Program today!

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