

**DESCRIPTION:** TRAFFIC PATCH is a pre-blended mix of fine and coarse aggregate, cement and special admixtures. TRAFFIC PATCH is suitable for any general concrete repair where a quick turnaround time is required. TRAFFIC PATCH characteristics include quick set time, high early strength, and excellent scaling and freeze thaw resistance. This product does not contain chloride accelerators or other admixtures which can aggravate corrosion of reinforcing steel. It has been designed to comply with CSA A23.1-00 Alternative (1) Table 13, "Alternative Methods of Specifying Concrete", and meets the requirements for exposure class C-1 Table 11.

**USES:** TRAFFIC PATCH is recommended for repair of concrete bridge decks, roadways, sidewalks and curbs or any other concrete repair application where a durable, rapid setting, high early strength concrete is required. TRAFFIC PATCH is blended with a maximum aggregate size of 10 mm (3/8 inch) and is ideal for applications where thickness exceeds 2.5 cm (1 inch). For applications less than 2.5 cm (1 inch), a sanded formulation is available.

**PROCEDURES:** **SURFACE PREPARATION:** All surfaces to be in contact with TRAFFIC PATCH must be entirely free from oil, grease or any other foreign substance which interferes with the bond and chemical action of the material. Remove all loose or unsound concrete and roughen the exposed surface. Clean the area to be repaired with potable water, leaving the concrete saturated but free of standing water. Repairs on horizontal surfaces, pot holes etc., should be saw cut. Feather edging TRAFFIC PATCH is not recommended.

**MIXING:** First, add 3/4 of the water into the empty mixer. Then, empty the entire dry contents into a concrete mixer, paddle type is preferred, and mix thoroughly while adding in the remaining 1/4 of the mix water. Mix until the material has been thoroughly blended and the required consistency obtained. Exceeding the maximum recommended water per bag is not recommended and will weaken the concrete. Mix for a total of 5 minutes.

Hand mixing TRAFFIC PATCH is not recommended. Mix only the amount of material that can be easily placed and finished in thirty minutes. Batches of 2 to 4 sacks are suggested. Slump will vary due to type and condition of concrete mixer used.

**PLACEMENT:** The ideal mix temperature for placing is between 10-20 deg C (50-68 deg F.). The temperature of the surface to be repaired should be between 5-30 deg C (41-85 deg F). In warm weather, ice water may be used as mix water to cool mix temperature and avoid excessively short set times. In cold weather, hot water may be used to increase mix temperature and avoid lengthy set times. It is not recommended that TRAFFIC PATCH be placed in freezing temperatures.

If freezing temperatures are a possibility during the curing period, insulated Curing blankets should be used to cover and protect the freshly placed concrete. Apply a slurry coat of TRAFFIC PATCH to the prepared repair area with a stiff bristle brush just prior to placing the repair material. Place the mixed material uniformly and as quickly as possible. Consolidate the fresh material well to eliminate voids and honeycombing. Finish the concrete quickly. Use conventional well planned placing, consolidating and finishing concrete practices.

If the material in the mixer begins to thicken or set, it should be discarded. Retempering "hot" material with additional water is not recommended.

**CURING:** Curing newly placed TRAFFIC PATCH is recommended at all times, using either moist curing techniques or conventional curing compounds. During hot, dry or windy conditions, the above curing practices are critical and highly recommended.

RECOMMENED MAX. WATER/25 kg (55 lb)

SLUMP	<u>Traffic Patch Coarse</u>	<u>Traffic Patch Fine</u>
50 - 100 mm (2" - 4")	2.4 Litres (2.5 U.S. Qt.)	2.5 litres (2.6 U.S. Qt.)
125 - 200 mm (5" - 8")	2.6 Litres (2.7 U.S. Qt.)	2.7 litres (2.8 U.S. Qt.)

**TECHNICAL DATA:** The data outlined below is representative of typical values achievable under controlled laboratory conditions. Results obtained in the field may vary from those stated.

	Test Method	
Slump mm (in)	CAN3-A23.5-5C (ASTM C143)	100 mm (4")
Air Content %	CAN3-A23.2-4C (ASTM C231)	5-7%
Compressive Strength MPa (PSI):	CAN3-A23.2-9C (ASTM C39)	
2-hour		15 (2175)
4-hour		21 (3045)
1-day		35 (5000)
7-day		45 (6525)
28-day		50 (7250)
Set Time Minutes	ASTM C403 (modified)	18 initial 25 final
Length change	ASTM C157	-0.03% at 28 days
Shear bond MPa (psi)	ASTM C882	19 (2755)
Chloride Permeability	AASHTO T277	"Very low"
Sulphate Resistance	ASTM C1012	+0.005% at 14 days
Boiled Absorption	ASTM C642	5%
Volume of Permeable Voids	ASTM C642	9%
Density kg/M <sup>3</sup> (lb/ft <sup>3</sup> )	ASTM C185 (modified)	2306 (144)
Yield M <sup>3</sup> /bag (ft <sup>3</sup> /bag)	CAN-A23.2-6C ASTM C138	0.012 (0.42)

**LIMITATIONS:** Exceeding the maximum recommended water content per sack will result in inferior physical properties. Liability for damages or defective goods shall be limited to the refund of the purchase price or product replacement.

**PACKAGING:** TRAFFIC PATCH is packaged in 25 kg (55 lb.) triple -lined paper bags. All Basalite Dry Mix can be custom-packaged to suit specific project requirements.

**SAFETY PRECAUTIONS:** TRAFFIC PATCH contains hydraulic cement. Normal safety wear such as rubber gloves, dust masks and safety glasses used to handle conventional cement-based products should be worn. Material Safety Data Sheets are available upon request.