

DIVISION 31 - Asphalt Overlay Fabric

31.01 SCOPE: This work shall consist of furnishing all materials, equipment, labor, traffic control and all other operations necessary to completely install the asphalt overlay fabric ready for the overlay in accordance with the manufacturer's recommendation and this specification.

31.02 SUBMITTALS: Certificates of conformance or compliance shall be submitted for approval prior to installation.

31.03 MATERIAL:

A. The reinforcing fabric shall be nonwoven polypropylene meeting the following requirements:

Grab Tensile Strength	(ASTM D-4632)	90 lb. min.
Elongation	(ASTM D-4532)	50% min.
Mullen Burst Strength	(ASTM D-3786)	200 psi min.
Weight per oz./sq. yd.		4.0 min.

B. The tack coat shall be a liquid asphalt with a penetration grade of 85/100. Asphalt cement is the preferred tack coat, emulsions will be considered upon request. Cutback grade asphalts will not be utilized. Manufacturer's recommendations will be followed for grade of Asphalt Cement. The rate of application of the tack coat will be .25 to .30 gallons per sq. yd. It will be uniformly placed by a calibrated pressurized distributor. The spray will not be more than six inches wider than the fabric and no less than the width of the fabric plus two inches. The binder will not be sprayed at a temperature greater than ~~235°~~ 325° F to avoid damage to the fabric.
(6/06)

31.04 WEATHER: Fabric will not be installed when the air temperatures are less than 50° F to allow for adequate cure of the tack coat. Tack coat will not be placed on wet pavement or in the imminent threat of rain.

31.05 CONSTRUCTION METHOD: A leveling course may be required, when in the opinion of the Engineer, the existing pavement surface is not sufficiently smooth to receive the fabric material.

After the binder has been sprayed the fabric shall be unrolled and placed on the binder without delay (Note: When emulsions are used, adequate cure time must be allowed before placing fabric). Mechanical equipment will be capable of handling full rolls of fabric and placing the fabric smoothly without excessive wrinkles and/or folds. In no case shall wrinkles large enough to cause laps of the fabric be permitted. Any such wrinkles shall be

cut and laid out flat and overlapped in the direction of the paving operation. The fabric shall be broomed or squeegeed, as necessary, to ensure removal of air bubbles and COMPLETE contact with the road surface.

Transverse fabric joints shall be overlapped 3” to 6” and longitudinal fabric joints shall be overlapped 2” to 4”. Transverse joints will be lapped in the direction of the paving operation. The fabric and paving will be placed in the same direction. Additional tack coat at the joints may be required to assure proper bonding.

Paving will follow closely behind the fabric installation unless deviations are approved by the Engineer.

Bleeding or “fat” spots may require blotting to prevent pickup by equipment. Paving equipment shall be operated in such a manner as to prevent movement and damage to the fabric.

Any re-tacking, blotting or repairs required to the fabric will be considered incidental to the initial installation.

Fabric placement by hand will only be allowed in areas where the mechanical equipment is restricted by size or configuration.

31.06 EXPERIENCE REQUIREMENT: The installation of the fabric must be performed by the manufacturer or by an installer who has proven substantial experience installing overlay fabrics during the last 3 years.

31.07 MEASUREMENT AND PAYMENT: The cost of all materials (to include tack coat and blotter materials), labor, equipment, traffic control, as well as associated incidental expenses shall be included in the unit price for furnishing and placing the fabric.

The fabric will be measured by the square yard of surface area completed-in-place, and paid for as specified in the Unit Price Table.