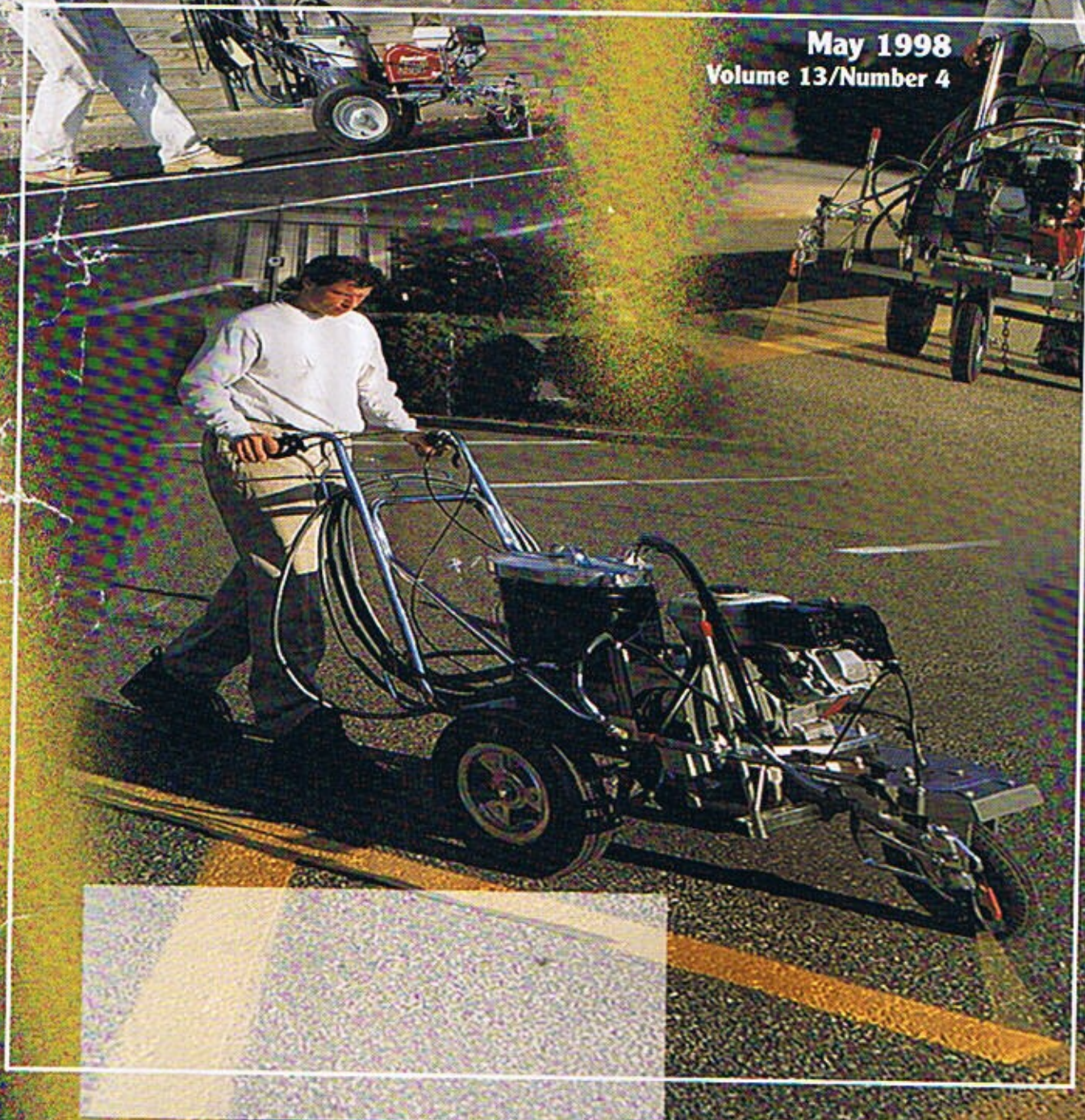


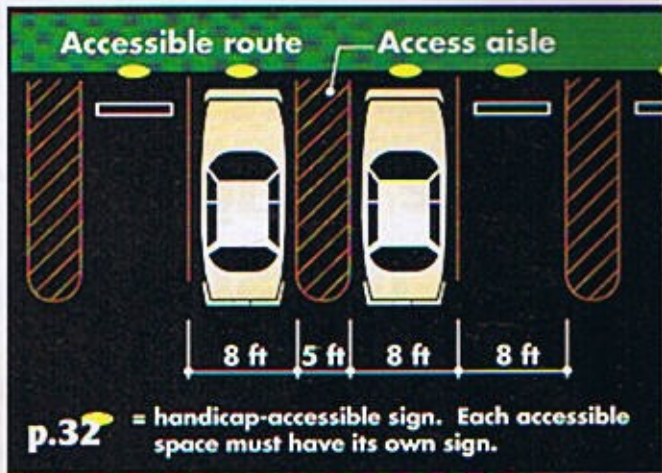
PAVEMENT

serving Maintenance & Reconstruction contractors

May 1998
Volume 13/Number 4



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- Warranty contracts for pavement marking ■ Subcontracting work zone safety



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Cover: Three views of the PowrLiner airless striping machine busy on the job. Design by Bobbi Burrow; photos courtesy Titan Tool Inc., Franklin Lakes, NJ.

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Fabric placement

How to deal with wrinkles, overlaps, excess tack and using fabric on curves

By Mounque Barazone

Speed of paving fabric installation can vary significantly, depending on whether you're installing fabric

by hand or by machine. Even if you are using equipment to put the fabric in place, different equipment will install paving fabric at different speeds.

Installation equipment that does not include proper tensioning and stretching features, for example, must install fabric at a slower speed to avoid as many wrinkles as possible. Units using patented

tensioning and stretching features will install fabric almost wrinkle free — even at a much faster speed.

How many rolls to get a head of the paver is a constant problem for contractors and agencies.

If you install fabric too quickly, you leave it exposed to traffic, which can be a liability.

Exposed fabric also picks up dirt and can trap moisture if it rains or if there is a heavy dew or fog. This trapped moisture can create problems with the overlay.

So many agencies require that there be no more than two to three rolls placed down ahead of the paver in case the paver



Extra tack coat should be squeegeed smooth, the fabric overlap should be placed on the tack, and the fabric should then be brushed flat on top.

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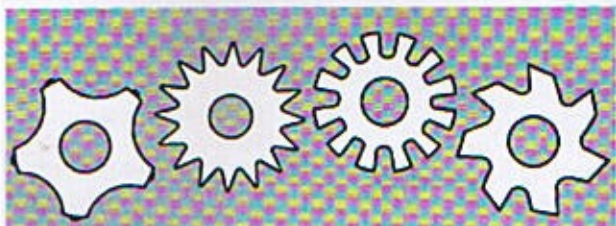
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INDICATE 110 ON INQUIRY CARD

INDICATE 109 ON INQUIRY CARD



Delamination and slippage can occur if the fabric's heat-bonded side is not placed up.

breaks down (unless a spare paver is available).

A good laydown machine can install a 360-ft. roll of fabric with change over of rolls in three to five minutes with an experienced crew, out-pacing any paving machine.

As a general rule you want to stay as many rolls of fabric ahead of the paver as there is approved asphalt to pave over with. This will keep from having a problem if the plant breaks down or if the mix goes out of spec.

Placing fabric correct side up

Manufacturers roll paving fabric onto the core in one of two ways — either with the heat-bonded side up or down.

Before ordering fabric, you need to determine how the fabric will be placed — by hand or mechanically — because how it will be placed determines how

you order it.

That's because fabric that will be placed by hand and fabric that will be placed by machine need to be rolled onto the core in opposite ways.

When placing fabric by hand, it is important to order the fabric to unroll with the heat-bonded side up. Otherwise the laborers will have to hold the fabric up off the ground (baseball bats work well for this) and walk backwards when unrolling the fabric.

When ordering fabric for equipment installation it should be rolled onto the core in reverse direction.

When the fabric is placed on the equipment, it should come off the back of the roll, providing for more stretch while placing the heat-bonded side up. If the fabric comes off the front of the



Sometimes wrinkles are rolled into the roll at the factory, but mechanized equipment can remove many wrinkles prior to placement.

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roll, less tension is derived and more wrinkles are likely. Not all manufacturers can roll the fabric in reverse.

Regardless of which placement method is used, the heat bonded side must be up and the fuzzy side to the tack coat. Otherwise both delamination and slippage can occur.

Wrinkles and overlaps

Wrinkles and overlaps in the fabric — if not properly handled during the construction process



— can cause cracks in the new asphalt overlay.

Mechanized equipment installs fabric with far fewer wrinkles. In fact, sometimes wrinkles are rolled into the roll at the factory, but mechanized equipment can remove many of these wrinkles prior to placement.

Wrinkles twice the thickness of the fabric should be slit and laid flat. Excess fabric over 2 in. should be trimmed off.

Overlaps and slit wrinkles should be shingled in the direction of the paving. If shingled in the wrong direction the paver is likely to lift or tear the fabric during construction. Overlaps should be no more than 6 in. on longitudinal joints and 12 in. at transverse joints.

When overlapping wrinkles and when overlapping fabric

Wrinkles twice the thickness of the fabric (left and above) should be slit and laid flat.



when changing rolls, it's important to place additional tack coat material.

These smaller amounts of tack can be applied by hand spray equipment, by a wand off the back of the truck or by pouring tack onto the overlap.

The tack must be sufficient to saturate the two layers of fabric and make a bond. If this is not done, a slip plane will exist at each overlapped fabric joint, resulting in a potential crack and potential stripping of the asphalt from the fabric.

The additional tack should be squeezed smooth, the overlap



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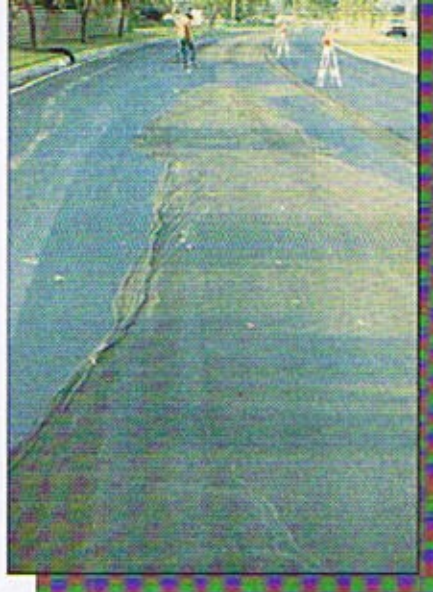
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Placing fabric in more than one lane and allowing traffic to drive on it can delaminate the fabric if it is nonheatbonded.

should be placed on the tack, and the fabric should then be brushed flat on top.

Nailing fabric

Nailing down fabric with case-

hardened nails and surveying shiners to hold fabric in place is not recommended. This is an old practice that has been found to cause damage later on if recycling is planned at any time.

Multiple lanes

Paving multiple lanes poses installation problems. Placing fabric in more than one lane and allowing traffic to drive on it can delaminate the fabric if it is non-heatbonded. Even if it is heatbonded, excessive traffic and exces-

Excess fabric over 2 in. should be trimmed off.

sive braking can damage overlaps and the fabric.

Additionally, traffic on fabric can pose a safety hazard: Drivers might drive too fast or brake too quickly and skid, causing accidents.

It is best to install fabric in one lane and pave it for traffic to



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drive on prior to installing fabric in another lane.

When paving on one pass while installing another, care must be taken to leave 6 in. of fabric unpaved to overlap on.

Curves

Installing fabric around curves without excessive wrinkles is the most difficult fabric placement task. With the proper procedures it can be accomplished with ease.

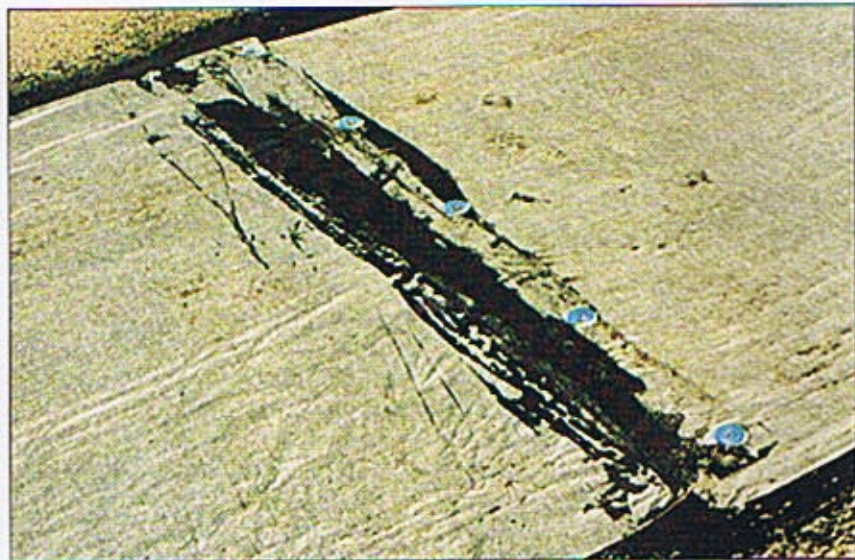
Never attempt to roll the fabric around the curve by hand. It will wrinkle too much, and the wrinkles might be so excessive that it will be almost impossible to cut them all without damaging the fabric.

Cutting small pie-shaped fabric sections and placing them by hand around the curve permits

matching the fabric to match the curve with a number of overlaps.

Driving the fabric around the curve with machinery is possible if the machinery is the type that includes patented features for stretching and tensioning the fabric. Some minor wrinkles might occur.

Mechanical placement around a curve using a small tractor-mounted unit involves hopping around the curve. If the equipment has patented tensioning cones, tighten the inside cone and loosen the outside cone which places more stretch across the fabric allowing the outside to



Nailing down fabric with case-hardened nails and surveying shiners to hold fabric in place is not recommended.

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INDICATE 114 ON INQUIRY CARD



Even if it is heatbonded, excessive traffic and excessive braking can damage overlaps and the fabric.

large wrinkles in the fabric at each adjustment. Continue this all the way around the curve. After slitting the wrinkles the effect will be similar to pie-shape placement.

Units on larger horsepower tractors and behind oil trucks can install around curves almost wrinkle free. The faster the fabric turns and is tensioned the smoother the installation with these units. **BMP**

Mounque Barazone is president of Geotextile Apparatus Co.

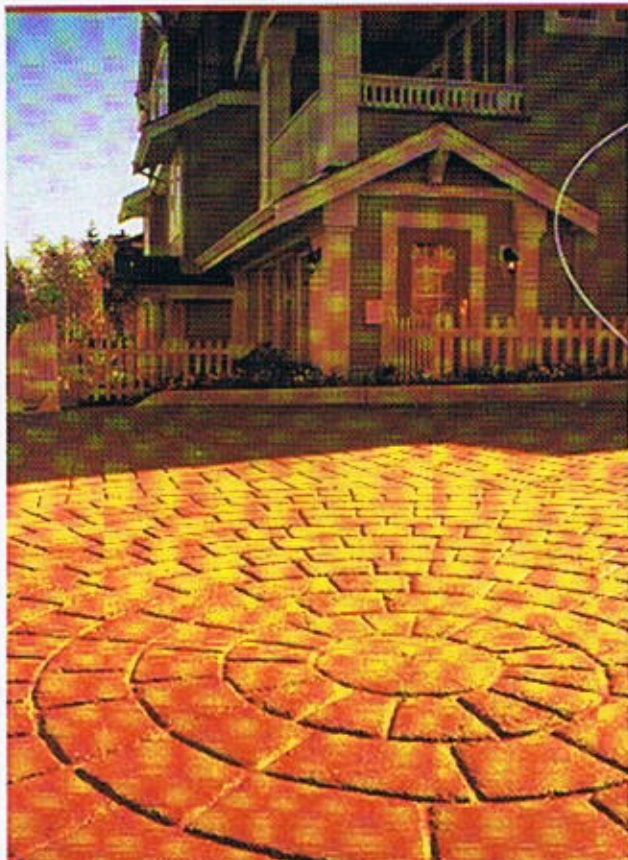


When paving on one pass while installing another care must be taken to leave 6 inches of fabric unpaved to overlap on.

sweep more.

Do not attempt to drive around the curve. Drive straight passes, then make one big, quick adjustment with the tractor, almost like "hopping."

This will place one or two



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