



**ENGINEERED
SOLUTIONS**

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WE BUILD BETTER ROADS

WHAT WE DO

Road Fabrics is a leading distributor and installer of advanced geosynthetic solutions for the road construction industry. With decades of expertise, we specialize in providing high-quality products that enhance the performance, durability, and cost effectiveness of infrastructure projects. At Road Fabrics, we believe in delivering innovative and sustainable solutions that meet the ever-evolving needs of modern construction projects, ensuring safe, durable, and resilient roadways.

- Design Assistance
- Installation Services
- Material Distribution and Delivery

**We Have Completed
Over 10,000 Projects**

DESIGN ASSISTANCE

- Building over Soft Subgrades
- Flexible & Rigid Pavement Designs
- Temporary and Permanent MSE walls
- Pavement Maintenance Design
- Spec matching
- Value Engineering

INSTALLATION SERVICES

- Paving Fabrics - Petromat® Interlayer Systems
- Petromat® MPG-Series Composite Paving Grids
- Tensar GlasGrid® Pavement Reinforcement Grids
- Tensar GlasPave® Waterproofing Paving Mat
- Longitudinal Joint Sealant (LJS)
- Void Reducing Asphalt Membrane (VRAM)
- Strip Reflective Crack Control Treatments
- Forta-Fi® Asphalt Reinforcement Fibers
- Full Lane Sealant (FLS)



MATERIAL DISTRIBUTION AND DELIVERY

- Tensar InterAx® Geogrids
- Tensar TriAx® Geogrids
- Tensar H-Series Geogrids
- Biaxial Geogrids
- Uniaxial Geogrids
- Polyester Grids
- Non Woven Fabrics
- Woven Fabrics
- Monofilament Fabrics
- High Strength Woven Fabrics
- Mirafi H2Ri and RSi Fabrics
- PVC and Clay Liners
- Silt Fence
- Paving Membranes
- And Many More!

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PETROMAT[®]
Original *The Original Paving Fabric*

Petromat MPV500

far superior in performance



DESIGN WITH FABRIC

Asphalt overlays and surface treatments, such as chip seals, are often used to extend the life of existing pavements and slow reflective cracking.

These treatments still allow water into your pavement system, and the surface water penetration, subgrade saturation, and reflective crack cycle continues.

Road Fabrics Asphalt Overlay System gives pavement a waterproof barrier to protect subgrade soils from surface water and a stress-relieving interface to retard reflective cracking and improve fatigue resistance.

The Difference Paving Fabric Makes:

- Prevents penetration of surface water into the subgrade.
- Contains a stress-relieving interface that retards reflective cracking.
- Improves fatigue resistance of new overlays.
- Comes in different weights for varying degrees of maintenance needs.
- Well suited for different grades of tack coat, including polymer-modified tack coats.
- Can be used in a wide range of climates

THE FABRIC

Road Fabrics paving fabrics are needlepunched, polypropylene, heat set, non-woven geotextiles with high asphalt absorption. When installed with sufficient asphalt cement tack coat on a properly prepared surface, Road Fabrics paving fabric and the tack coat form an impermeable fabric interlayer system that is fully recyclable and adds long-term lifecycle and cost benefits to your pavement.

For a complete product details, construction specification and installation guidelines, go to Road Fabrics web site at www.roadfabrics.com.



APPLICATIONS

Road Fabrics paving fabric is specifically designed for use with new asphalt pavements, asphalt overlays and surface treatments.

Road Fabrics paving fabric is ideal for:

- Highways
- Streets
- Parking Lots
- Bridges
- Airports
- Playgrounds

When surface water causes problems in any of these pavements, Road Fabrics paving fabric prevents penetration of surface water into the subgrade, allowing it to stabilize and stay dry; thus extending the life of your pavement. For areas where freeze/thaw is a problem, a heavier Road Fabrics paving fabric with a polymer-modified tack coat may be ideal. Placing Road Fabrics paving fabric interlayer under chip seal provides additional water proofing benefits to help keep your subgrade dry and can more than double the life of a chip seal.



PETROMAT®
Original *The Original Paving Fabric*

Petromat MPV700

with Polymer Modified Asphalt



**When writing the specification
use two bid items,
the oil and the fabric**

Heavier fabrics ($\geq 60\text{oz/Yd}^2$) have shown to have a greater ability to retard reflective cracking than conventional 40oz/Yd^2 paving fabric. Polymer modified liquid asphalt has proven its ability to improve the performance of hot mix asphalt pavements. The combination of a modified liquid asphalt binder and a heavier paving fabric have been proven to increase pavement life in colder regions where pavement environments are harsh. The polymer modified liquid asphalt/paving fabric interlayer system has shown superior performance using polymer modified asphalt binders.

There is a limit as to how many times a pavement can withstand flexural loading before cracking. An overlay in combination with Mirafi's paving interlayers installed with a polymer modified binder can withstand a higher number of vehicular loadings, improving a pavements overall service life and performance even under today's heavy traffic loads.

Key benefits:

- Increased life in cold climate
- Improved resistance to reflective cracking
- Moisture barrier
- Longer service life

PG pavement reinforcing pavement fabric shall be manufactured from polypropylene nonwoven staple fiber needle-punched fabrics. Fabric shall be constructed to absorb performance graded polymer modified asphalt cement. The fabric shall be heat treated on one side and shall conform to the following:

Pavement Reinforcing Fabric Property & Standard Test

Mechanical Properties	Test Method	Unit	Value
Asphalt Retention ¹	ASTM D 6140	gal/Yd ²	0.30
Mass/Unit Area	ASTM D 5261 / D 1776	oz/Yd ²	6.0
Grab Tensile Strength after saturation ¹ @ 50% elongation	ASTM D 4632	Lbs	150
Elongation at Break, % after Asphalt Saturation ¹	ASTM D 4632	%	50

All property values, shall be based on minimum average roll value (MARV) in the weaker principal direction

(1) Modified for PG Grade Asphalts

A Certificate of Compliance for the fabric used on the project shall be furnished to the engineer. The fabric shall be furnished in protective cover capable of protecting the fabric from ultraviolet rays, abrasion, and water. The paving fabric used on this project must meet or exceed the physical properties of Mirafi® Mirapave 700.

Asphaltic Sealant: The asphalt tack coat shall meet the requirements of AASHTO MP 1 "Standard Specifications for Performance Graded Asphalt Binder." Elastomers shall be added to the base asphalt cement to achieve the specified performance grade and shall be styrene-butadiene-styrene, tri-block copolymer without oil extension added.

For complete specifications go to www.roadfabrics.com



PETROMAT

Enviro

The Recyclable Paving Fabric

Petromat Enviro

Recyclable Pavement Interlayer



PRODUCT

For 50 years the paving industry has relied on PETROMAT® as the most trusted asphalt paving fabric in the market. PETROMAT® Enviro combines innovation and sustainable design to easily mill into small pieces so it can be recycled into reclaimed asphalt pavement (RAP). Additionally, Enviro provides unmatched moisture protection for roads while absorbing stress to slow fatigue and reflective cracking in asphalt pavement. This patent pending interlayer solution outperforms the competition from start to finish.

APPLICATIONS

- Beneath asphalt concrete overlays
- Within new asphalt concrete pavements
- Chip seal surface treatments

PRIMARY FUNCTIONS

- Moisture barrier
- Stress relief

RECYCLABLE

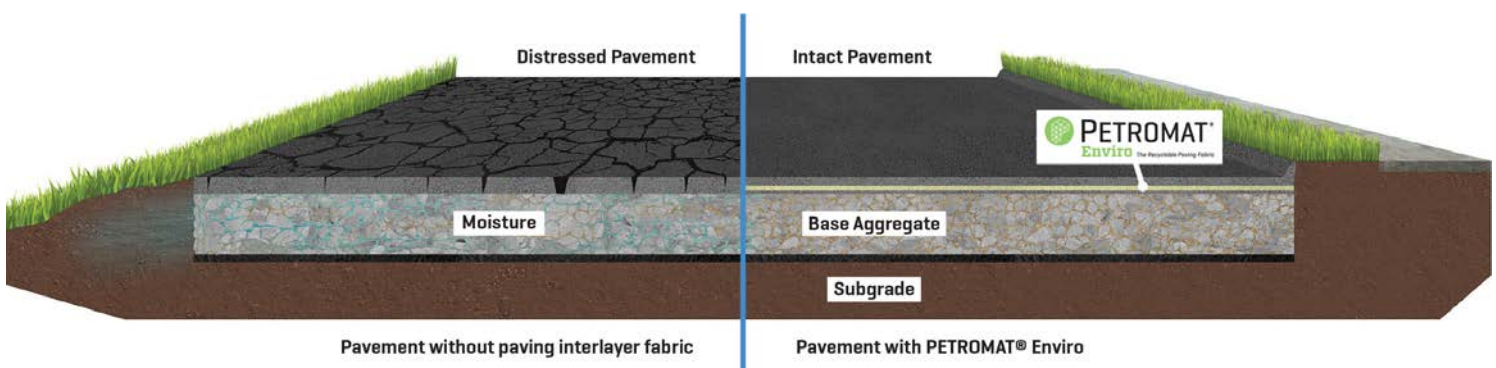
- Engineered to be easily milled and recycled into new asphalt concrete

EASY AND EFFICIENT INSTALLATION

- Engineered with optimal elongation to allow placement directly onto a milled surface
- Flexible design allows smooth, wrinkle-free installation, even around curves
- Solar reflective fabric remains up to 50° F cooler than dark paving fabric, minimizing tack coat bleed through and tracking and enabling a cooler work environment

UNMATCHED PERFORMANCE

- Thicker design than most fiberglass-based paving mats, allows greater stress absorption to more efficiently slow fatigue and reflective cracking
- Proven performance equal to an additional 1.5" asphalt concrete overlay thickness
- Can be placed directly onto a milled surface without rupturing, unlike fiberglass-based products
- Retains at least 0.20 Gal/Yd² asphalt cement to become a true, 10-4 cm/sec pavement moisture barrier
- Flexible design maintains an uncompromised moisture barrier, even if cracking does occur in the pavement
- Retains strength during installation and while in service better than fiberglass-based products





GLASPAVE®
WATERPROOFING PAVING MAT

GlasPave

Improve Pavement Life



DELAY REFLECTIVE CRACKING

The high performance hybrid fiberglass structure of the GlasPave® Paving Mats provides significantly greater tensile strength at low strain compared to conventional paving fabrics and other paving mats. The higher strength at low strain helps extend pavement life by delaying reflective cracking, which is a common contributor to costly repairs and the eventual failure of asphalt overlay applications.

EFFECTIVE MOISTURE BARRIER

The matrix structure of GlasPave Paving Mats allows the asphalt binder to fully penetrate and fill voids within the mat, limiting moisture infiltration into the pavement structure. Preventing water ingress into the lower layers of a pavement structure is critical to preserve the integrity and long-term performance of the pavement section. Even in the harshest environments, GlasPave Paving Mats will provide significant improvement to the service life of the road.

THERMAL STABILITY MEANS NO SHRINKAGE

Due to the high temperature fiberglass matrix, GlasPave Paving Mats will not shrink or change dimensions when hot mix asphalt comes into contact with them as is common with polypropylene fabrics. This feature eliminates the risk of premature slippage or loss of bond.

MORE ROBUST THAN CONVENTIONAL FABRICS

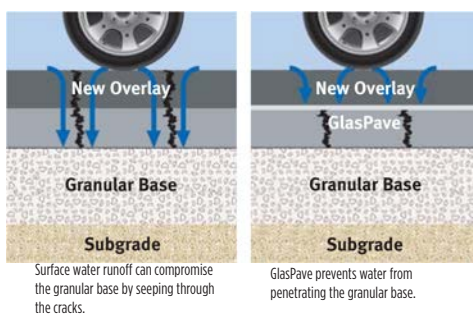
The additional stiffness of GlasPave Paving Mats, compared to paving fabrics and other paving mats, makes them more durable and less prone to on-site installation damage.

TROUBLE-FREE RECYCLING ON FUTURE REHABILITATION PROJECTS

The stiff fiberglass allows for easy, trouble-free milling for asphalt rehabilitation. Milled fibers are easily disbursed in asphalt millings and will therefore not negatively impact the recycling of asphalt for future projects. Recent testing at National Center for Asphalt Technology (NCAT) demonstrated that an asphalt mix containing 30% recycled asphalt pavement (RAP) with GlasPave fibers performed as well as RAP without GlasPave fibers.

PERFORMANCE YOU CAN COUNT ON

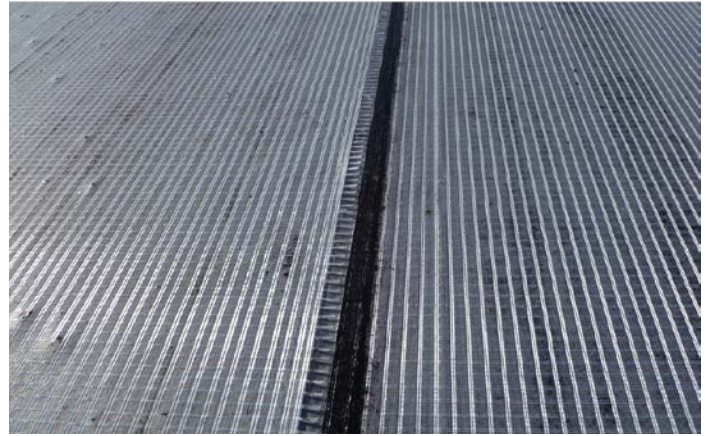
A hybrid geosynthetic paving material, GlasPave® Paving Mats are a unique combination of fiberglass mesh embedded into high performance polyester mats. The result is the fastest growing engineered paving mats that deliver the highest tensile strength on the market when compared to any other paving mat or paving fabric. The distinctive design allows for a quick and strong bond with a variety of tack coats.





Mirafi MPG100

Composite Paving Grid



PRODUCT

Mirafi® MPG100 is a glass filament reinforced paving composite comprised of fiberglass filament yarn incorporated into a nonwoven polypropylene paving fabric. This composite or reinforced paving fabric combines the excellent reinforcing properties of glass filaments with optimum liquid asphalt retention capacity of a mechanically bonded AASHTO nonwoven paving fabric.

THE DIFFERENCE MIRAFI® MPG100 PAVING COMPOSITE MAKES

- Reinforcement: High load-properties at low strain (<3%) appropriate for heavy loaded pavements.
- Cost Effectiveness: Suitable for full width overlay, local patch and joint repair.
- Sealing: Moisture cannot penetrate into the road structure.
- Longevity: Maintenance intervals are considerably extended
- Stress Relief: Retards crack propagation from the old surface to the new overlay.
- Adhesive Bonding: Provides uniform bonding between old and new asphalt layers.
- Installation: Easily included in asphalt resurfacing projects.
- Recycling: Can be milled with conventional milling machines.
- Resistance: Chemically resistant to road salt.

APPLICATIONS

Mirafi® MPG100 paving composite is used for the maintenance of asphalt and concrete roads.

Mirafi® MPG100 paving composite is ideal for:

- Asphalt reinforcement of full pavement width
- Asphalt reinforcement of old concrete roads
- Repair of a longitudinal crack
- Repair of the old surface over excavated ditches

Constant increases in traffic frequency and axle loads place great demands on existing roads. The horizontal stresses induced between layers soon result in crack formation, and any local differential settlements also lead to cracking of the asphalt layer.

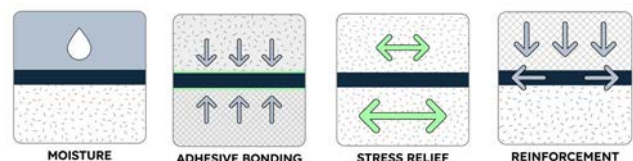
Mirafi® MPG100 is the solution for pavement engineers. Asphalt reinforcement by high-modulus glass filaments, combined with the sealing and uniform bonding effect of the nonwoven geotextile, provides effective maintenance and prolongs the working life of road structure.

PROCESS

Mirafi® MPG100 composite is a reinforced paving interlayer with high strength, low elongation and high asphalt absorption. When installed with sufficient asphalt cement tack coat on a properly prepared surface, Mirafi® MPG composite and the tack coat form an impermeable interlayer system that is fully recyclable and adds long-term lifecycle cost benefits to your pavement.

SERVICE

Road Fabrics, Inc. offers complete application technical assistance. Our comprehensive service includes assistance during design, specification and throughout the process.



Mirafi MPG4

Composite Paving Grid



PRODUCT

Mirafi® MPG4 is a composite paving interlayer comprised of a lightweight polypropylene paving fabric reinforced with continuous filament fiberglass, mechanically fastened in the machine, cross and bias angle directions. This unique, patent pending paving interlayer is designed for highly distressed pavement conditions and in addition, the material will provide a moisture barrier against further moisture intrusion. The lightweight polypropylene fabric requires less asphalt tack, saving on installation costs without compromising performance.

THE DIFFERENCE MIRAFI® MPG4 PAVING COMPOSITE MAKES

- **Reinforcement:** Mirafi® MPG4 adds pavement reinforcement by improving the fatigue resistance of the new overlay to traffic loads and delaying reflective cracking by utilizing the multi-directional design of the grid.
- **Moisture Barrier:** The lightweight polypropylene paving fabric and fiberglass reinforcement, when saturated with the asphalt tack coat, form a moisture barrier, providing protection from moisture intrusion through the pavement into the roadway base structure, which helps maintain the load bearing capacity and prolong the life of the roadway.
- **Flexibility:** Mirafi® MPG4 is available in full width (12.5') and half width roll sizes for design and application, offering flexibility in treating the affected pavement areas.
- **Material Design:** Mirafi® MPG4 by its unique design is the first multi-directional composite paving grid offering reinforcement and moisture protection to distressed pavements in all directions.
- **Recyclability:** Mirafi® MPG4 can be milled and recycled into hot mix asphalt and reused saving on disposal costs and lessening construction costs.
- **Installation:** Mirafi® MPG4 installs easily using standard paving fabric equipment.



APPLICATIONS

Mirafi® MPG4 is specifically designed to be used in hot mix asphalt overlays over existing asphalt or concrete pavements, or in new construction applications.

Mirafi® MPG4 paving composite is ideal for:

- Highways
- Urban Streets
- Airports
- Bridge Decks
- Parking Lots and Shopping Centers

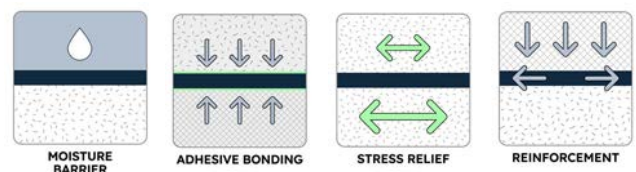
It is recommended to use Solmax Geosynthetics Installation Guidelines when installing Mirafi® MPG4.

PROCESS

Solmax Mirafi® MPG4 composite paving grid is manufactured using ISO 9002 manufacturing guidelines and manufactured with the highest quality control standards in the industry. Our patent pending material design is the first composite paving material that offers reinforcement in all directions while inhibiting water penetration into the pavement structure. The mechanically fastened continuous fiberglass reinforcement offers tensile and added flexural pavement reinforcement while the lightweight paving fabric keeps moisture penetration in check.

SERVICE

Road Fabrics, Inc. offers complete application technical assistance. Our comprehensive service includes assistance during design, specification and throughout the process.





GLASGRID®
PAVEMENT REINFORCEMENT SYSTEM

GlasGrid

Pavement Reinforcement System



Fatigue and reflective cracking in pavements is typically caused by traffic loading, age hardening or temperature cycling. When cracking is present, the traditional remedy has been to apply thicker asphalt overlays. For each inch of applied overlay, existing reflective cracks are generally deterred from reaching the surface for a period of one year.

THE GLASGRID® SYSTEM EXTENDS PAVEMENT LIFE BY UP TO 200%

The GlasGrid® Pavement Reinforcement System provides additional support to resist the migration of reflective cracks in roadway applications. Manufactured by Saint-Gobain Technical Fabrics in Albion, New York, this interlayer system is composed of a series of fiberglass strands coated with an elastomeric polymer and formed into a grid structure. Each strand has a remarkably high tensile strength and high modulus of elasticity; this is particularly important as asphalt concrete typically cracks at low strains. This combination makes the GlasGrid® System stronger than steel, pound for pound.

When the GlasGrid® System is “sandwiched” between the leveling and surface course asphalt in a conventional asphalt overlay, it becomes the hidden strength in the road – designed to turn vertical crack stresses horizontally and effectively dissipate them.

EASILY INSTALLED AND UP TO THE TASK

The GlasGrid® System is easily installed without specialized equipment or labor. With its pressure-activated adhesive, it's considered to be the most expedient interlayer system relative to installation time. The GlasGrid® System has proven to be effective in every geographical area and climate – from desert environments to near-arctic conditions.

HOW THE GLASGRID® SYSTEM REINFORCES A PAVEMENT

When conventional rehabilitation procedures are used, an asphalt overlay is placed over the existing rigid or flexible pavement. This provides some additional road life, but the existing reflective cracks continue to propagate prematurely toward the surface, as shown in Figure 1.

When used to reinforce asphalt concrete, the GlasGrid® System helps to create a composite material combining the compressive strength of the asphalt mix with the tensile strength of glass fibers. By introducing a stiff tensile element at the base of an overlay, cracks propagating toward the surface are intercepted and prevented from immediately migrating further. Instead, the crack is redirected horizontally, as shown in Figure 2.

This process works best when “through-hole bonding” takes place between the asphalt layers. As the term suggests, this involves the development of a strong bond between the overlay and the underlying level-up asphalt layer. This can be achieved only when an open aperture grid structure is used for reinforcement. The GlasGrid® reinforced overlay will itself start to crack in time, but at a much reduced rate, thereby significantly extending the life of the road.



Figure 1 Cracks migrate toward surface in unreinforced overlay.

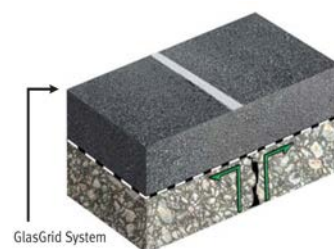


Figure 2 Cracks are redirected in GlasGrid reinforced overlay.

Today's Most Advanced Pavement Rehabilitation System

GlasGrid System's Performance Exceeds Other Interlayers →

Engineers today can choose from several interlayer systems. These systems are made from various asphalt binders in combination with sand and/or aggregate, or from one or more geosynthetics, which may also be combined with binders.

Bituminous-based interlayer systems such as slurries and seals provide effective waterproofing but even with the advancement in modified binders, they offer limited crack mitigation benefits. Over the last 30 years, geosynthetic interlayers have proven to be worthy alternatives with their added stiffness, uniform quality and widespread availability.

A number of criteria can be used to determine the suitability of a specific interlayer product. Researchers have found that the performance of a geosynthetic interlayer system can be predicted based on the key material properties structure and strength.

STRUCTURE

The interlayer system is defined as being either open (GlasGrid System and steel mesh systems) or closed (composite grids and paving fabrics). An open grid structure promotes "through-hole bonding" and more efficient stress transfer to the grid by both the overlying and underlying aggregate matrices of the asphalt layers. This is particularly important to prevent the propagation of active cracks within the pavement. By contrast, the transfer of crack stresses in fabric-based interlayer systems takes place through the relatively weak bond formed between the asphalt binder and the fabric.

STRENGTH

Only GlasGrid Mesh and steel mesh systems have sufficient tensile strength at strains less than 3% to deter the propagation of cracks caused by traffic loading or thermal movement.

CREEP

Long-term creep strength is required to restrain the propagation of cracks associated with thermal movement or lane widening. The GlasGrid System and steel mesh are the only grids that possess sufficient creep characteristics to resist a high level of sustained stress over long periods of time.

EASE OF INSTALLATION

With its pressure-activated adhesive, the GlasGrid System is the fastest installed interlayer on the market. As much as 25,000 square yards of grid can be installed in one day using a standard laydown unit. In addition, the installation of the GlasGrid System can be easily adapted to local weather conditions or unique construction requirements.

MILLABILITY AND RECYCLABILITY

In contrast with other interlayer systems, the GlasGrid® System is easily broken up by traditional milling equipment. It also has an additional benefit: its main component is silica, a natural substance that is environmentally friendly.

With the exception of steel grids in thin asphalt overlays, most geosynthetic interlayer systems are millable using conventional reclaiming equipment. However, when it comes to recycling reinforced asphalt, only pavements reinforced with the GlasGrid System can typically be ground up and reused in other road projects as a recycled asphalt pavement, or RAP.

PROVEN PERFORMANCE

Although advancements have been made to the coating and adhesive, the GlasGrid System is still manufactured as it was originally more than 20 years ago. This is testament to the product's extensive and proven success on project sites throughout the world.



FORTA Asphalt Fiber

More Durable Longer Lasting



DESCRIPTION

FORTA-FI is an advanced fiber blend engineered for superior asphalt reinforcement. With a tensile strength five times that of steel, this high-performance fiber forms a 3D reinforcement matrix within the asphalt, significantly reducing cracking, rutting, and overall pavement issues.

REINFORCEMENT OBJECTIVE

To three-dimensionally reinforce pavements by controlling thermal, reflective, and fatigue cracking as well as reduce rutting and raveling.

APPLICATIONS

FORTA-FI fiber blend is added directly to the asphalt mix during production creating a three-dimensional material reinforcement throughout the entire pavement layer. This reinforcement helps control

thermal, reflective, and fatigue cracking, as well as reduce rutting and raveling. FORTA-FI is a cost effective way to improve the durability and longevity of a variety of transportation applications such as airports, streets, highways, interstates, and industrial parking lots, etc. FORTA-FI is an innovative way to help transportation agencies achieve sustainability objectives by lowering Life Cycle Costs.

PERFORMANCE BENEFITS

- Extreme durability
- Life cycle cost reduction
- No change to construction process or JMF
- Extend pavement life
- Provide 3-dimensional reinforcement against pavement distresses

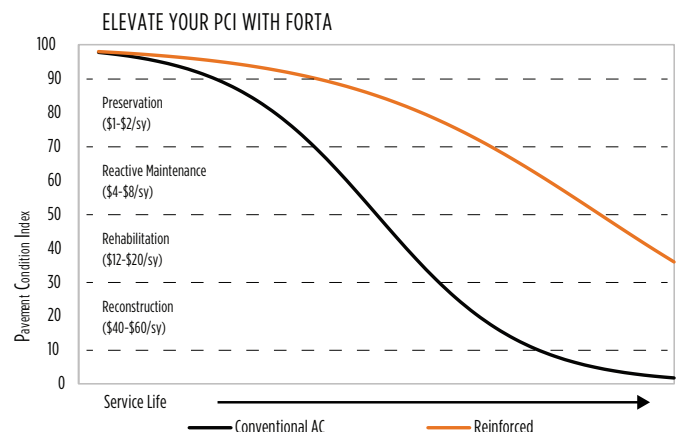
Demand More From Your Roads.

FORTA has the tools and expertise to make your roads last longer. Incorporating innovative asphalt reinforcement solutions like FORTA-FI® fibers into your pavement maintenance program will extend roadway life, reduce future maintenance requirements, and raise overall road network PCI.

PCI is a pavement rating system (0-100) which details the condition of your road based on established distress types. As pavement condition deteriorates, PCI values decrease. The lower the PCI rating, the more costly the repairs needed to restore serviceability. Pavements deteriorate at different rates and depend on factors including traffic, weather, materials, and more.

The one constant?

FORTA Makes Your Pavement Last Longer.



Void Reducing Asphalt Membrane Longitudinal Joint Sealant

Your pavement represents a major investment. So when you're looking for a product to make your investment last longer, you don't just need something new. You need something new... that's proven to work.

After extensive testing, J-Band® is the innovation that solves the age-old problem of longitudinal joint deterioration. That's because taking a proactive approach to strengthening the centerline can have a major positive impact—saving your agency, crews, and community what counts: time, money, and lives.

J-Band® significantly reduces air voids in longitudinal joints from the bottom up – literally. J-Band is applied under the longitudinal joint in new asphalt and migrates upward as the hot mix is installed on top of it.

J-Band not only extends the life of the joint, but it improves performance of the entire pavement as it:

- Stabilizes the unconfined edge.
- Dramatically reduces air voids.
- Nearly eliminates permeability.
- Significantly extends the life of the joint.

EFFICIENT APPLICATION - Even though it's a new way of doing things, J-Band is applied immediately prior to paving, as part of the normal HMA construction process.

WIDE COVERAGE - Using an inline parallel spray bar, J-Band covers an area 12 or 18 inches wide on top of existing pavement under the eventual location of the longitudinal joint.

FAST ACTING - In no more than 30 minutes after applying J-Band, the road is ready for construction traffic, keeping the installation process efficient and traffic flowing.



UPWARD MOVING - Unlike other joint treatments, J-Band migrates upward, filling voids and fending off the joint's enemies: air and water.

LONG LASTING - J-Band is proven to extend the life of your pavement's longitudinal joint three-fold, from the usual 4-5 years without J-Band — to 15+ years with J-Band.

MONEY SAVING - J-Band is a long-term proposition. On the average roadway, every \$1 invested in J-Band typically saves agencies \$2 in avoided and deferred maintenance costs.

VRAM Application Process



VRAM Migration





PETROTAC[®]
The Self-Adhering Strip Membrane

Easy peel-and-stick installation



Self-adhesive membranes are used to retard reflective cracking by surface waterproofing cracks and expansion joints on Portland cement, concrete potholes, and cracked asphalt surfaces. Narrow widths are used to cover existing joints and random cracks.

Self adhesive membrane is comprised of rubberized asphalt waterproofing element and a non-woven pavement reinforcing grade polypropylene fabric laminated to the outer surface. It is approximately 65 mils thick. It is wound on a disposable treated strip sheet to prevent blocking in the rolls.

Following are the advantages of self-adhesive membrane for highway waterproofing:

1. It prevents surface water entering old cracks in the substrate thus slowing base failure and reducing reflective cracking.
2. It permits following work to proceed immediately after application of membrane.
3. It has elastomeric properties to accommodate normal expansion and contraction of the substrate.
4. It is easily applied due to the plastic release film



Rapid Repair™ System

GlasGrid and GlasPave with fast and easy installation



The Rapid Repair™ system is a complete repair system for the reinforcement of jointed superstructures, single cracks, and small localized areas.

These pavement patches slow and reduce reflective cracks by turning crack stresses horizontally to dissipate stress. They can also be used for covering trenches, base repair patches, and lane widening. They are specifically designed for the manual repair of small areas and can be installed directly on milled surfaces after the application of a manufacturer's approved tack coat. Additionally, Rapid Repair pavement patches can serve as a moisture barrier.

Rapid Repair pavement patches are made up of a fiberglass reinforcement bonded to a polymer modified layer of asphalt. The patches are ultrathin, so bumps can be avoided, and they are fully millable and recyclable.

The Rapid Repair system can be easily and quickly installed in four steps. First, ensure the surface is properly prepared, clean, dry, and dust-free. Next, use a tack coat or primer on heavily oxidized areas, milled surfaces, and concrete surfaces. Third, lay the pavement patch over the area of repair and roll over it with a rubber tire to adhere the patch to the surface. Lastly, cover with a minimum of 1.5in (4cm) of hot mix asphalt.

Costly Delays, Strained Budgets, Project Failures?



COSTLY DELAYS, STRAINED BUDGETS AND EVEN PROJECT FAILURES ARE ALL TOO COMMON IN CIVIL CONSTRUCTION.

Missed deadlines due to sitework challenges cause a chain reaction of issues that often lead to headaches on the rest of the job. But you can tell a different story - a story of building with confidence and maximizing project savings without cutting corners.

Partnering with Road Fabrics and Tensar puts you in control, increasing construction efficiency and eliminating the risks that create rework. Tensar has invested millions of dollars in ongoing research to provide sitework solutions that often result in significant cost savings for their clients around the world. And now, those decades of research, development and innovation have resulted in Tensar's latest achievement: the introduction of Tensar's InterAx Geogrid.

PROVEN SUCCESS

Successful clients and construction excellence have been Tensar's mission for over fifty years.

- Tensar customers have specific needs on every project. They work with you to find the best solution for each challenge.
- Tensar customers value a partner, not just a product. They're with you at every step of your project, from planning through construction.
- Tensar customers need the right answer the first time. Tensar fully tested products and their team of experts prevent surprises.

PROVEN SAVINGS

Tensar can help you deliver projects more efficiently, no matter what challenges you're facing, just as they have for thousands of loyal customers.

- Need to save materials? Use reduced quantities or less expensive alternatives.
- Need to reduce costs? Save on initial and long-term costs with Tensar technology.
- Need to save time? Build more quickly and reduce the impacts of weather on your schedule.
- Need to meet sustainability goals? Reduce carbon footprint and other community impacts.

PROVEN TECHNOLOGY

Twelve global teams and over 10,000 hours of R&D have led to the development of InterAx, Tensar's highest performing geogrid to date.

- Optimized geometry for maximum confinement of granular fill, creating the most efficient stabilized layer.
- Advanced material science to improve compaction and restrict movement over time, retaining the stiffness long term and further enhancing performance.
- Easy-to-use, award-winning software saves you time and effort, while ensuring your designs are reliable and deliver the expected results.

Innovating Better Roads



GET IN TOUCH NOW!



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