Trumbull®

OWENS CORNING®

INNOVATIONS FOR LIVING™

TRUPAVE® ENGINEERED PAVING MAT

INSTALLATION GUIDELINES – THIN OVERLAY MAINTENANCE TREATMENTS

Installation Guidelines for TruPave® Engineered Paving Mat under Thin Overlay Maintenance Treatments (Chip Seals)

For proper performance, it is recommended that these installation guidelines are followed.

- Power broom, sweep or vacuum the pavement before installing *TruPave* engineered paving mat. The pavement surface should be dry and free of dirt and gravel prior to installation.
- Fill cracks as necessary. Fill all cracks 1/4 inch (.63 cm) or larger with an approved material.
- Repair and patch potholes and failed pavement areas prior to *TruPave* engineered paving mat installation. A scratch or leveling course may be used if deemed necessary by the Engineer.
- Always use hot asphalt tack. Do not use emulsions or cutbacks for the installation of *TruPave* engineered paving mat. Emulsions may be used on top of *TruPave* engineered paving mat for chip seal, or the like, following proper embedment of the *TruPave* engineered paving mat into the liquid asphalt tack coat.
- Apply *TruPave* engineered paving mat while the asphalt tack is still liquid. The asphalt distributor truck should maintain close proximity with the installation operations. *TruPave* engineered paving mat is stable up to 495° F, (257° C) eliminating concerns of melting if installed directly behind the tack truck.
- Install *TruPave* engineered paving mat when ambient temperature is 40°F (4°C) or higher.
- Optimum tack temperature is 325°- 400° F (163°-204°C) at the installation point.

TruPave engineered paving mat should ALWAYS be installed over a hot asphalt tack coat. We recommend a tack of AC-20, PG 64-22, AR-8000†, or 60-80 penetration grade of asphalt. For extremely high summertime temperatures higher viscosity asphalt should be used. AC-30, PG67-22, AR-8000†, or 40-60 penetration grade are appropriate.

Optimum tack application rate is 0.24 g/sq.yd (1.1 l/m^2), but this may be adjusted slightly (.22-.28 g/sq.yd [1.0-1.3 l/m^2]) to take into account the condition of the existing surface and the purposed overlay. We do not recommend heating the tack coat above 400° F (204°C) in the truck. This will prevent premature aging of the liquid asphalt.

TruPave engineered paving mat can be installed using a tractor or truck-mounted frame with metal rollers to smoothly un-roll the paving mat onto the pavement surface. Brooms should be aligned behind the installing roll to seat the *TruPave* engineered paving mat into the tack coat. An overlap minimum of 2 inches (5.1 cm) longitudinally and 4 inches (10.2 cm) transversely shall be used. The top surface of transverse joints should run in the direction of the paving operation, and all joints should be tacked together.

Take care in unloading *TruPave* engineered paving mat. The rolls can be damaged if dropped from the truck.

TruPave engineered paving mat is not degraded by sunlight, but should be protected from getting wet during storage. There is no “top” or “bottom” side to *TruPave* engineered paving mat and it may be installed by unrolling the material in either direction.

If wrinkles occur, any wrinkle 1 inch (2.5 cm) and larger shall be slit and lapped in the direction of paving and manually seated into tack. *TruPave* engineered paving mat shall be broomed and/or rolled in order to maximize pavement contact and remove any air bubbles. The width of the liquid asphalt application shall be the mat width, plus four inches. *TruPave* engineered paving mat will not easily bend or stretch around curves. To ease installations in these areas, *TruPave* engineered paving mat can be placed in shortened lengths by mechanical equipment or by hand.

For cold-applied maintenance treatments such as chip seals, or the like, the *TruPave* engineered paving mat must be embedded into the tack coat prior to application of the proposed overlay. This is most easily accomplished by light sanding of the *TruPave* engineered paving mat followed by use of a rubber-tired roller to seat the *TruPave* engineered paving mat into the tack coat. Proper embedment will be indicated by visual means, and is indicated by transfer of the color of the tack coat to the surface of the *TruPave* engineered paving mat. After the roller has sufficiently embedded the *TruPave* engineered paving mat into the tack coat, the maintenance treatment may be installed in normal fashion.

†Residue grades such as AR grades do not specify initial viscosity. Bituminous materials specified for TruPave engineered paving mat installation should have initial or un-aged viscosities corresponding to the above AC grades.

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Turning of paving machine or of other vehicles on the installed mat should be gradual and shall be kept to a minimum to avoid damage to the mat. Should equipment tires stick to the mat during pavement operations, small quantities of sand shall be broadcast on the mat to prevent pick-up. Do not decrease the tack rate in order to minimize pick-up on tires. Best practice would be to broadcast/seed over all overlaps.

The pavement may be opened to traffic after installation of *TruPave* engineered paving mat at the contractors/engineers discretion.

Questions concerning *TruPave* engineered paving mat installation should be directed to the local authorized dealer.

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