

Separation / Stabilization / Reinforcement

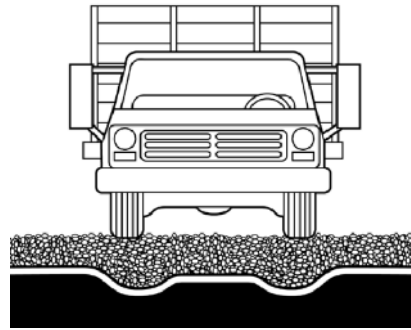
• For Most Paved & Unpaved Applications •

■ High Modulus Woven 'Slit Film' Geotextiles

Carthage Mills' FX™ line of woven slit film geotextiles offers immediate and cost effective solutions for most separation, stabilization and reinforcement applications. By providing and maintaining *separation* of the aggregate and subgrade soils, the system life of both paved and unpaved roadways is extended significantly. In unpaved applications, the aggregate remains useful throughout the entire life of the job, and access to work sites remains trouble free through all types of weather. *Stabilization* is provided primarily by their high strength at low elongation that distributes loads and reduces or eliminates rutting.



Without FX™ Geotextile



With FX™ Geotextile

Most all types of geotextiles are excellent separators of aggregate and subgrade. However, only 'woven' geotextiles have the high modulus – resistance to stretch – necessary to provide *reinforcement* over soft or poorly drained soils. These fabrics are ideal for use under driveways, parking, storage, and staging areas, roadways, airport runways, paving blocks, and access/haul roads; as soil reinforcement in retaining walls and steepened slopes; in foundation stabilization; and as daily land fill covers.

□ FX™-22 and FX™-33

These light weight fabrics are ideal for separation under driveways and low volume parking areas. Both offer low cost solutions for light traffic applications and are approved in several states for DOT use.

□ FX™-44 and FX™-55

These medium weight fabrics are the ones most frequently used in DOT and private engineered projects. They are ideal for paved and unpaved roads, parking lots, and access/haul roads over moderate to poor subgrades providing stabilization and reinforcement equal to many geogrids - in addition to separation. FX-55 exceeds the geotextile requirements for *Separation/Class 3* and *Stabilization/Class 3* of the AASHTO M288-00 specification.

□ FX™-66 and FX™-77

These heavier weight geotextiles are used when higher than average reinforcement is required due to excessive loads, poor subgrades, and/or when high survivability is a concern. Both fabrics exceed the geotextile requirements for *Separation/Class 2* and *Stabilization/Classes 1 and 2* of the AASHTO M288-00 specification.

Carthage Mills

□ Installation Guidelines – Basic

- 1. Site Preparation:** Prepare the installation site by clearing – removing all vegetation, large stones and other sharp objects – and excavating or filling the area to the design grade. All soft spots and unsuitable areas should be excavated and backfilled whenever possible.
- 2. Placement of Fabric:** Roll out the fabric over the prepared subgrade without wrinkles or folds. Adjacent rolls and ends shall be overlapped (1 to 3 feet), sewn as required in the plans, or as shown below in Table 1.

Table 1 – Overlap Requirements

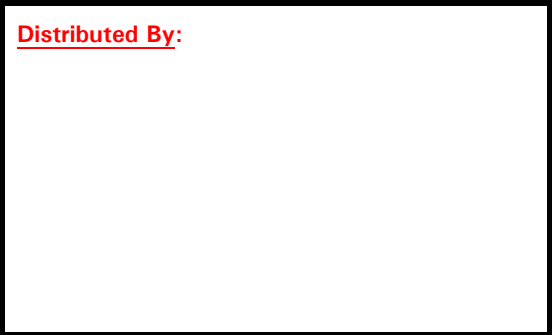
Soil CBR (California Bearing Ratio)	Minimum Overlap
Greater than 3	1 – 1.5 feet
1 – 3	2 – 3 feet
0.5 – 1	3 feet or sewn
Less than 0.5	Sewn
All roll ends	3 feet or sewn
Damaged Areas of Fabric: In the event that the fabric has been damaged, cover the area with a geotextile patch that extends an amount equal to the required overlap beyond the damaged area.	

- 3. Placement of Aggregate:** Backdump the aggregate – minimum depth of 6 inches – onto the geotextile. Construction vehicles should not be allowed directly on the geotextile. Turning of vehicles should not be permitted on the first lift above the geotextile. (Note: When soft subgrades are encountered, the aggregate should be dumped on the fabric at a point where the soil is firm and spread with a bulldozer to prevent overstressing the fabric and subgrade.)
- 4. Spreading of the Aggregate:** If possible, spread the aggregate over the fabric in one lift. The first lift should always be thicker than the target to allow for subsequent compaction using normal methods. If a ‘mud wave’ develops, spread the aggregate in a “U” shape, filling in the center last before continuing to the next “U”.
- 5. Ruting in Unpaved Areas:** If any ruts develop during construction, do not regrade. Instead, fill with additional aggregate and compact.

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Carthage Mills

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