



Asphalt-Rubber SAM is a stress absorbing membrane type surface treatment which creates a highly durable wearing surface for demanding pavements. The innovative surface treatment consists of hot pre-coated 3/8" to 1/2" aggregate placed over a thick (0.45 to 0.6 gallons per yd²) hot-applied crumb rubber modified asphalt (CRMA).



The CRMA is composed of performance graded asphalt blended with ground rubber from recycled tires and meets the ASTM Specification D-6114 for Asphalt-Rubber Binder. The tire rubber is finely ground at ambient temperatures then blended with asphalt at temperatures exceeding 350° F. The high temperature causes the oils in the asphalt to swell the elastomeric rubber polymer, resulting in a durable, elastic and flexible binder material that is less sensitive to brittleness at low temperatures and bleeding at high temperatures. The tire rubber also contributes polymer, carbon black and anti-oxidants. The result is a very adhesive and cohesive high viscosity binder that provides high film thickness on the aggregates, improving durability and resistance to oxidative aging, aggregate loss and delamination.

Asphalt-Rubber SAM Benefits

- ✓ Waterproofs and seals small cracks and imperfections on the existing pavement surface
- ✓ Minimizes loss of curb reveal and alignment; thinner than hot mix overlays
- ✓ Uses recycled material, reduces scrap tire inventories
- ✓ More durable than conventional hot mix overlays
- ✓ Developed for higher traffic volume roads
- ✓ Quick construction and traffic return with minimal user delays
- ✓ Long lasting preventive maintenance preserves the value of your structurally sound pavements with distressed surfaces

Asphalt-Rubber SAM Uses

Asphalt-Rubber SAM is designed for demanding, higher traffic roadways; but they may be used on any type of road where a higher performance surface treatment is desired. They are ideal for cracked and raveled surfaces where traffic delays, curb reveal, and clearances under bridges and overpasses are a concern.



The quick return to traffic and ability to sweep the surface immediately after the treatment also offer a positive benefit in locations where traffic concerns exist.

The pavement to be sealed should be structurally sound and properly drained. It should have a good profile, but may have aged asphalt with moderate surface cracking and raveling. When warranted, potholes and cracks should be filled. The surface should be swept of any stones, sand, mud or other loose debris.

The Asphalt-Rubber SAM durability outperforms conventional hot mix overlays and nearly doubles the life of chip seals. Additionally, the capability to seal the pavement and greatly reduce reflective cracking and the propagation of new cracks make the treatment an extremely cost-effective option over the lifetime of the road surface.

