

***Research by New York State Department of Transportation\****

<b>Polyguard underseal installed on:</b>	<b>Interstate 81, Saratoga County Interstate 87, Broome County (3 test sections altogether)</b>
<b>Existing Pavement:</b>	<b>Rigid Concrete, next to asphalt shoulder</b>
<b>Date of Polyguard Installation:</b>	<b>I-87 - 1987; I-81 – 1988 and 1990</b>
<b>Date of Core Removal:</b>	<b>May 1993</b>
<b>Length of Time in Service:</b>	<b>3 to 6 years</b>
<b>Number of Cores Removed:</b>	<b>Not stated. Minimum of 2 cores removed from each test section where cracks occurred. (Page 5)</b>
<b>Results of Core Inspections:</b>	<b>All membranes remained intact. (Page 9)</b>

New York State Department of Transportation Research Project FHWA/NY/SR-94/114  
*Membranes for Pavement/Shoulder Joints (Final Report) Page 9 December 1994.*

*Excerpt:*

D. Coring

Pavement cores showed that all membranes but Petrotac remained intact. It was not possible to determine if Petrotac had ripped before or during coring, but since it is similar in composition to the others, it is believed that it too was still intact before coring.

***For a full copy of the NYSDOT Study, please contact Polyguard at 800-541-4994.***

REPORT FHWA/NY/SR-94/114



# Membranes for Pavement/Shoulder Joints

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**SPECIAL REPORT 114**

**ENGINEERING RESEARCH AND DEVELOPMENT BUREAU  
NEW YORK STATE DEPARTMENT OF TRANSPORTATION**  
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