

SECTION 3.0 CRACK SEALING.

3.1 GENERAL.

Crack Sealing shall consist of routing existing cracks, blowing loose debris from cracks, and applying approved hot applied, rubberized crack sealer in random asphalt cracks greater than 3/8 inch, and less than 1 ½ inches in width. The location and quantity of work will be determined by the customer representative.

3.2 MATERIAL.

The hot-pour rubberized asphalt sealant shall meet the requirements of the current revision of Federal Specification ASTM D 3405. The recommended sealant is HiSpec, Crafcos' RoadSaver or equal approved by the Engineer. Contractor to provide Material Safety Data sheets.

3.3 CONSTRUCTION REQUIREMENTS.

3.3.1 WEATHER LIMITATIONS. Crack Sealing shall be performed when the air and pavement temperatures are 40 degrees F and rising, and the pavement and cracks are dry.

3.3.2 DETERMINING CRACKS TO BE SEALED. The purpose of this Work is to clean and seal random cracks in structurally sound pavements. All cracks with open, unsealed widths greater than 3/8 inch, but less than 1 ½ inches shall be sealed. Cracks resulting from structural damage such as alligator cracking shall not be sealed.

3.3.3 CONSTRUCTION. All cracks shall be routed to form a minimum .5- by .5-inch reservoir. Immediately preceding the application of the sealant, all dust, dirt and loose material shall be blown out of the crack with oil free compressed air at a minimum of 90 psi. The result of the cleaning process shall be crack walls free from residues which would prevent the bonding of the sealant to the existing pavement.

A propane heat lance may be required to thoroughly dry the prepared crack prior to sealing.

The sealant shall be heated and prepared in accordance with the manufacturers recommendations. A double-jacketed kettle shall be used for heating the sealer. Hot asphalt sealer shall be continuously, mechanically agitated during heating so that localized over heating does not occur. All joints shall be flush filled with sealant material level with the pavement surface to 1/8 inch below the pavement surface. The cleaned joint shall be filled from the bottom up in a manner that does not result in sealant bridging or entrapping air pockets.

Cracks overfilled with sealant shall be squeegeed from the surface. Sealant material on the pavement surface shall not be permitted. Cracks filled according to this Specification should not require continuous squeegee work. A "Band-Aid" effect is not desired.

Cracks previously sealed will be blown out with compressed air, filled and squeegeed flush with the pavement surface.

Traffic shall not be allowed on the material until it has cured. The sealant should be tack free in about 10 minutes. If necessary, the sealant may be sprayed with liquid de-tack, dusted with fine sand, portland cement or mineral filler to prevent tracking. Use of tissue paper is not allowed.

3.3.4 TRAFFIC CONTROL. The Contractor shall provide for all signs, barricades, and traffic control devices necessary to protect the public and the Work.

3.4 METHOD OF MEASUREMENT.

Crack Sealing shall be measured for payment in linear feet of routed and / or sealed cracks. The cost of cleaning the crack shall be included in the bid price for crack sealing.

3.5 BASIS FOR PAYMENT.

Payment for Crack Sealing shall be at the Contract unit price per linear foot which price shall be full compensation for any required routing, air blowing, heat lancing, furnishing and placing rubberized asphalt sealant, all equipment, tools, labor, and incidentals necessary to complete the Work.

END OF SECTION