

**ITEM 402.7602 08 - CLEANING AND SEALING CRACKS IN HOT MIX
ASPHALT PAVEMENT USING HOT APPLIED SEALANT**

DESCRIPTION

Clean and seal only primary cracks at locations shown in the contract documents or where directed by the Engineer along their entire length. Do not treat secondary radial cracks. The Engineer will determine which cracks are to be cleaned and sealed. In this specification, the word crack also means joint.

Primary cracks are defined as those greater than or equal to 3 mm and less than or equal to 25 mm wide.

MATERIALS

Crack Sealant. Use a sealant meeting the requirements of ASTM D6690 Type II; Joint and Crack Sealants, Hot Applied, for Concrete and Asphalt Pavements (formerly ASTM D3405). Deliver the sealant in the manufacturer's original sealed container. The material will be accepted on the basis that the name of the supplier and brand name appears on the current Highway Joint Sealant (ASTM D6690 Type II) Approved List and that each container is marked with the following information:

Supplier's name
Brand name of the sealant
Manufacturer's lot or batch number
Pouring temperature
Safe heating temperature

Provide the Engineer with a copy of the manufacturer's recommendations pertaining to heating and application of the sealant prior to commencing work.

CONSTRUCTION DETAILS

General. Complete all pavement repairs contained in the contract documents bordering pavement cracks prior to commencing work.

Furnish all equipment that is necessary for cleaning and sealing the pavement cracks. Use equipment meeting the description and/or performance requirements described herein and approved by the Engineer.

Replace pavement markings that become covered and/ or obliterated more than 25% of their width with the sealant at no additional cost to the State.

Crack Preparation. Prepare cracks for sealing on the same day that they are to be sealed.

Use a high pressure air lance or hot air lance to thoroughly clean cracks to a minimum depth of 13 mm of dust, dirt, foreign material, sand and any other extraneous materials immediately prior to sealing. Do not burn, scorch or ignite the adjoining pavement when using a hot air lance.

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Install suitable traps or devices on the compressed air equipment to prevent moisture and oil from contaminating the crack surfaces. Maintain these devices and see that they are functioning properly.

Protect the public from potentially objectionable and/or hazardous airborne debris.

Sealant Melting. Heat and melt the sealant in a melter constructed either as a double boiler filled with a heat-transfer medium between the inner and outer shells, or with internal tubes or coils carrying the sealant through a heated oil bath and into a heated double wall hopper. The melter will be equipped with separate thermometers to indicate the temperature of the heat transfer medium and the sealant material, positive temperature controls and with a mechanical agitator or a recirculating pump to assure a homogeneous blend of the sealant. Maintain the sealant at the pouring temperature ± 5 C indicated on the material packaging.

Check the discharge temperature of the sealant with a non-contact infrared thermometer. Discharge the sealant at a temperature between the manufacturer's recommended pouring and safe heating temperatures indicated on the material packaging. Submit an alternate method for measuring the discharge temperature to the Engineer for approval if desired.

Sealing is not permitted if the melter and discharge temperatures do not meet with the requirements described above.

Equip the discharge hose with a thermostatically controlled heating apparatus or insulate it to maintain the proper sealant pouring temperature. Holster the discharge hose to the melter if it is not thermostatically heat controlled. Circulate the sealant from the discharge hose and the melter to maintain the proper sealant pouring temperature.

Do not use sealant material heated beyond the safe heating temperature.

If the manufacturer's recommendations allow the sealant to be reheated or heated in excess of six hours, recharge the melter with fresh material amounting to at least 20 percent of the volume of the material remaining in the melter.

Sealing. Sealing is to be done when ambient air temperature is at or above 5°C.

Seal the crack by placing the applicator wand in or directly over the crack opening and carefully discharge the sealant. Strike-off the sealant flush with the pavement surface using a squeegee or sealing shoe pressed firmly against the pavement. Only a narrow thin film of material measuring from 25 mm to 50 mm wide and 1 mm thick is allowed on the pavement surface after sealing the crack. If the sealant sinks into the crack more than 10 mm below the pavement surface, clean it with high pressure air and seal it to meet the specified thin film amount.

A low pressure, light spray of water may be used to accelerate cooling of the sealant. Blotting the sealant with fine aggregate is not allowed. Remove and dispose sealant in excess of the specified thin "film" dimensions or that has not bonded to both sides of the crack.

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Do not allow traffic on the sealed cracks until the seal has cured so as not to track. Clean sealed cracks damaged from traffic with high pressure air and reseal them to meet the specified thin film amount at no additional cost to the State.

The finished work shall produce a water tight crack sealed flush with the pavement surface.

METHOD OF MEASUREMENT

The Engineer will measure the number of meters of cleaned and sealed cracks in conformance with this specification.

BASIS OF PAYMENT

The unit price bid shall include the cost of furnishing all labor, materials, and equipment necessary to satisfactorily complete the work.