



CROSS SECTION

SPECIFICATIONS:

THIS WORK SHALL CONSIST OF CLEANING EXISTING ROADWAY CRACKS AND PLACING RUBBER SEALANT AT THE LOCATIONS DESIGNATED BY THE ENGINEER.

THE SEALING COMPOUND SHALL BE THE RUBBER-ASPHALT HOT-POURED TYPE CONFORMING TO THE FOLLOWING SPECIFICATION IN EFFECT AT THE TIME OF THE CONTRACT.

FEDERAL SPECIFICATIONS

SS-S-1401 ASTM 0-3405

POURING TEMPERATURE - 370AF

SAFE HEATING TEMPERATURE - 390AF

EXCEEDS REQUIREMENTS OF: ASTM-0-1190, AASHTO-M-173, SS-S-164

THE CONTRACTOR SHALL SUBMIT THE MANUFACTURER'S SPECIFICATIONS FOR THE HOT-POURED RUBBER-ASPHALT MATERIAL AT LEAST SEVEN (7) DAYS PRIOR TO THE START OF ANY WORK. THE POURING TEMPERATURE OF THE CRACK SEALER SHALL BE 370F. CRACK FILLING MATERIAL SHALL BE PLACED ONLY WHEN THE CRACKS ARE IN A DRY CONDITION AND WEATHER CONDITIONS ARE FAVORABLE.

THE CRACK FILLER MAY BE PLACED WHEN AIR TEMPERATURES IN THE SHADES ARE 40F AND THE FORECAST IS FOR RISING TEMPERATURE.

ALL CRACKS AND JOINTS UP TO 1- 1/2 INCHES IN WIDTH SHALL BE SEALED. PRIOR TO APPLICATION OF THE HOT-POURED RUBBER- ASPHALT MATERIAL, ALL CRACKS AND JOINTS TO BE SEALED SHALL BE ROUTED. ALL CRACKS LESS THAN 1 INCH WIDE SHALL BE ROUTED TO A MINIMUM DEPTH OF ONE INCH. CRACKS THAT ARE BORDERED BY EXCESSIVE "ALLIGATORED" AREAS SHALL NOT BE ROUTED AS THIS MAY POP LOOSE THE SURROUNDING ASPHALT. THESE AREAS SHALL BE BLOWN CLEAN AND SEALED WITHOUT ROUTING. STREETS HAVING A CONCRETE SURFACE SHALL NOT REQUIRE ROUTING OF THE CRACKS PRIOR TO CLEANING AND SEALING.

ROUTING OF CRACKS SHALL BE FOLLOWED BY CLEANING OF THE CRACKS WITH FORCED AIR. THE SEALANT MATERIAL SHALL BE APPLIED IMMEDIATELY FOLLOWING THE CLEANING OF THE CRACKS.

THE HOT-POURED RUBBER-ASPHALT MATERIAL SHALL BE MELTED AND MIX-AGITATED TO THE PROPER TEMPERATURE, RATE AND TIME AS RECOMMENDED BY THE APPLICABLE MANUFACTURERS SPECIFICATIONS. THIS SEALANT MATERIAL SHALL BE FORCED INTO THE CRACK OR JOINT UNTIL FULL, LEAVING NO EXCESSIVE SAGS OR VOIDS IN APPLIED MATERIAL ALONG THE CRACK. TO ENSURE FULL DEPTH PENETRATION, THE SEALANT SHALL BE "SQUEEGEE" ALONG THE CRACK WITH A "V" SHAPED SQUEEGEE, TO PROVIDE A "SAND AID" TYPE EFFECT APPROXIMATELY 2 INCHES WIDE FLUSH WITH THE PAVEMENT SURFACE WITH THE EDGES FEATHERED OUT. IF NECESSARY, A RESIDUAL AMOUNT OF SEALANT MATERIAL SHALL BE APPLIED TO FILL ANY EXCESSIVE SAGS OR VOIDS AFTER THE INITIAL APPLICATION.

A COVER CONSISTING OF DRY SAND APPROVED BY THE ENGINEER SHALL BE APPLIED IMMEDIATELY TO THE HOT-POURED RUBBER-ASPHALT SEALANT TO MINIMIZE TRACKING BY VEHICULAR TRAFFIC.

CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE AND SEQUENCE OF STREETS TO BE CRACK SEALED AT LEAST SEVEN (7) DAYS PRIOR TO THE START OF ANY WORK.



**CITY OF OAK FOREST
STANDARD DETAIL
FOR
PAVEMENT CRACK
SEALING**

**DATE: MAR. 2019
TRANSPVMT CRACKSEALING**