

**04000 Rubberized Asphalt Crack Sealing****Index**

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**04000-1      Description**

This section specifies requirements for labour, machinery, equipment and material required to rout cracked asphaltic pavement and supply and place hot-poured rubberized asphalt sealant in transverse and longitudinal cracks.

City forces will, at no cost to the Contractor, sweep the debris from the gutter and remove the "No Parking" signs after the street has been opened to traffic.

**1.1              Traffic Accommodation**

The City shall set up, maintain, and dismantle all detours\lane restrictions on Expressways. The Contractor is required to set up, maintain and dismantle all detours on all other road classes in accordance with City of Saskatoon standards. Details of the detouring along with a list of the streets to be treated are included in Section 01005 Specific Conditions.

**04000-2      Materials****2.1              Selection of Materials**

The crack sealant shall be a high quality rubberized asphalt sealing compound. This material shall adhere to all bituminous and concrete surfaces and have the flexibility and resiliency to withstand pavement temperatures encountered in Saskatoon.

All products must meet or exceed ASTM Specification D6690. The City has approved Crafcro Road Saver 522. This is the only crack seal product approved at this time. Other crack sealing products must be evaluated and approved by the City of Saskatoon prior to use.

**04000-3      Equipment**

The following list of equipment is required but not limited to complete the work.

**3.1              Melting Kettle**

The rubberized asphalt sealant shall be heated in a portable, rubber tired, double boiler type unit capable of indirect heating of the sealant. The kettle shall be equipped with:

- Automatic heat controlling device to control product temperature.

- A horizontally mounted built-in paddle agitator capable of automatic operation to keep the sealant under vigorous continuous movement during heating.
- Monitoring thermometers for the sealant temperature and heat transfer oil if present.
- A positive displacement pump to discharge the sealant via a connecting wand such that proper temperatures are maintained.

### **3.2 Pavement Crack Router**

A vertical router capable of cutting grooves with vertical sides in asphaltic concrete pavements to specified widths and depths. Routers must be able to achieve consistent and accurate routing depths. The router must be capable of following meandering cracks with routing restricted to the crack without any unnecessary pavement cutting. The router shall be equipped with suitable screens to prevent flying particles that may be hazardous to personnel or may damage vehicles or property.

### **3.3 Hot Compressed Air Lance (HCA Lance)**

The HCA Lance shall be capable of providing a combined jet of compressed air and a propane flame capable of clearing, heating, drying and darkening a routed or unrouted crack.

### **3.4 Crack Filling Devices and Strike-off Tools**

This equipment must be capable of flattening a head of sealant over the prepared crack if it has been overfilled.

## **04000-4 Construction**

### **4.1 Crack Preparation**

All areas to be routed and or cleaned shall be inspected by the Engineer prior to the work starting. Cracks less than 19 mm in width must be routed to a width of 19 mm or greater. Both sides of the crack shall be routed. All cracks routed shall be routed to a minimum depth of 20 mm. Cracks greater than 30 mm shall not be routed or sealed.

Wedged chips or other non-compressible material shall be removed prior to sealing. The routed and non-routed crack must be cleaned and heated using a HCA lance to remove debris, dust and moisture. The hot rubberized asphalt sealant must be placed within 30 seconds of hot lancing. Pavement surfaces adjacent to the cleaned cracks shall be blown and cleared of all debris that might otherwise contaminate the cleaned crack prior to sealing.

#### **4.2 Preparation of the Crack Sealant**

During the melting operation, all foreign material shall be prevented from entering the melter. All sealant protection wrapping is to be removed prior to melting the compound if required by the manufacturer. The compound shall be melted slowly with constant agitation. The manufacturer's maximum safe heating temperature and minimum pour temperatures shall be adhered to at all times. The Engineer may allow temperature lower than the minimum pour temperature when the ambient temperature is high or on steep gradients where the sealant might otherwise flow after placement. The maximum crack seal batch size shall be as much crack filling sealant as can be placed in a given day, or 400 litres, whichever is less.

Reheating unused sealant shall not be permitted. All overheated, diluted or contaminated material shall be removed from the site and disposed of at the Contractor's expense.

#### **4.3 Crack Sealing**

At the time of crack filling the ambient temperature shall be a minimum of 5° C and rising. All areas of crack to be sealed shall be inspected by the Engineer prior to placement of the sealant. Crack sealing shall not be performed on alligator cracking or block cracking or cracks wider than 30 mm.

Care is to be taken when filling routed or cleaned cracks. The tip of the wand shall be placed at the bottom of the routed crack or as far into the unrouted crack as possible to ensure uniform application and that no sealant bridges entrapped air pockets. A second application of sealant may be required where excess subsidence occurs. Sealant should be placed so as to fill the route or crack such that both edges of the route or crack are covered.

After placement of the sealant, excess material should be struck off with a strike-off device to leave a flush surface over the crack as shown in Figure 1. The methods of application must be approved by the Engineer in the field prior to commencement of the work.

Where pedestrian or vehicular traffic may cause tracking of the sealant (crosswalks or intersections), the sealed cracks shall be dusted with silica sand or cement powder. Supply and placement of this material shall be a subsidiary obligation of the Contractor and as such there will be no direct payment.

The Contractor shall ensure traffic is not allowed on the newly sealed surface for a period of 1 hour from completion of the crack sealing in order to prevent tracking.

Damage such as embedded stones, excessive debris or moisture in the sealant or obvious contamination shall be rejected. The defective work shall be repaired, removed, replaced or remedied at the Contractor's cost.

All debris from the cleaning and routing operation shall be swept or blown from the surface of the roadway into the gutter for removal by City Forces. All refuse such as wrappings, containers or any other debris resulting from this operation shall be gathered and removed from the site on a daily basis by the Contractor.

The sealed cracks shall be guaranteed for a period of two years from the date of completion of the sealing operation. If, during the warranty period, the sealant pops out or there is obvious evidence of water or material ingress through the crack, the sealant shall be removed, the crack cleaned and resealed.

#### **4.4 Concrete Roadway and Sidewalk Joint Sealing**

Only the deep tooled longitudinal joint located at the top of the rolled curb section of the sidewalk is intended to be sealed. Weeds shall be removed from this joint prior to sealing by handpicking or by use of such tools as a rotary edger. The joint shall then be thoroughly cleaned of debris and remaining organic material by hydro blasting or sand blasting. Any other cleaning method requires the Engineer's approval.

The concrete faces on either side of the joint shall be dried with compressed air prior to sealing with hot rubberized sealant. Prior to leaving the worksite, the Contractor shall

sweep up from both the sidewalk and the gutter all loose debris left as a result of cleaning and shall properly dispose of this debris off-site.

The Contractor shall fill these longitudinal joints with rubberized sealant to a minimum depth of 20 mm measured from the top of the concrete surface. To ensure proper shape factor and to mitigate waste of the sealant product the Contractor shall employ one of the following methods:

1. Insert heat resistant backer rod in the prepared joint. The depth of the backer rod will be set to accommodate the minimum required depth of Hot Rubberized Sealant.
2. Fill the void at the bottom of the prepared joint with fine dry sand. The depth of the sand filler will be set to accommodate the minimum required depth of Hot Rubberized Sealant. After the sand filler has been placed, the exposed sides of the joint between the top of the sand and the top of the concrete shall be wire brushed clean of any sand particles.
3. If the Contractor deems the width of the prepared joint to be sufficiently narrow, he may apply full depth sealant. There will be no additional payment for the extra Sealant used.

Transverse joints at 1.5 metre typical spacing extend from back of sidewalk to lip of gutter. The Contractor shall place temporary filler in the transverse joints on both sides of the longitudinal joint. The purpose of this temporary filler is to prevent spillage of hot sealant from the longitudinal joint. This temporary filler shall match the colour of the hot sealant if it is to be left in place to disintegrate over time or shall be removed after the sealant has set up, with the method of removal such that no holes are left in the sealant afterwards. The Contractor's temporary filler method must be approved by the Engineer prior to the start of the sidewalk crack sealing.

Any spillage of sealant on the surface of the concrete sidewalk or curb shall be cleaned up immediately by the Contractor.

For aesthetic reasons, the completed longitudinal joint shall be lightly dusted with a fine sand, talcum powder, or cementitious powder at those locations, such as driveway crossings, where there is a risk of traffic driving over newly completed joints.

**04000-5     Measurement and Payment**

Measurement and payment for rubberized asphalt crack sealing will be on a lineal metre basis and shall be full compensation for the supply of all labour, equipment and material required to rout and clean cracks, supply and apply sealant, supply and place blotting sand where required, provide proper traffic accommodation and clean up all cuttings, debris, and blotting sand before leaving the site.

**End of Specification 04000**