

Table 8. Typical manpower requirements and production rates for crack treatment operations.

Operation	Equipment	Manpower		Approximate Productivity, linear m/min
		Equipment	Driver	
Crack Cutting	Routing (vertical-spindle router)	1	—	0.5 to 1.0
	Routing (rotary-impact router)	1	—	3.5 to 4.5
	Sawing (diamond-blade crack saw)	1 to 2	—	1.0 to 2.5
Crack Cleaning/ Drying	Airblasting (blowers)	1	—	3.5 to 5.5
	Airblasting (compressed air)	1	1	3.0 to 4.5
	Hot airblasting (hot compressed-air lance)	1	1	1.5 to 3.0
	Sandblasting (sandblaster)	2 to 3	1	1.0 to 1.5 (2 passes)
	Wirebrushing (wirebrush)	1	—	2.5 to 4.0
Material Installation	Drums & pour pots	2 to 3	1	1.5 to 3.0
	Asphalt distributor with wand and hose	2	1	4.5 to 8.0
	Melter-applicator	2	1	4.5 to 8.0
	Backer rod	2	—	2.5 to 4.5
	Silicone pump & applicator	2	1	1.5 to 3.5
Material Finishing	U- or V-shaped squeegee	1	—	7.5 to 10.5
Material Blotting	Sand	1 to 2	0 to 1	3.5 to 5.5
	Toilet paper	1	—	9.0 to 14.0



Figure 7. Rotary-impact router.



Figure 8. Diamond-blade crack saw.

A random crack saw with 150- to 200-mm-diameter diamond blades can follow meandering cracks moderately well. Although its cutting rate is not nearly as high as the rotary-impact router, it provides a more rectangular reservoir with smoother walls and a higher percentage of aggregate surface area.

3.4.2 Crack Cleaning and Drying

Crack preparation procedures are the techniques used to clean or dry crack channels to attain the best conditions possible for the material to be placed. It is perhaps the most important aspect of sealing and filling operations because a high percentage of *treatment failures* are adhesion failures that result from dirty or moist crack channels.

The four primary procedures used in preparing crack channels are airblasting, hot airblasting, sandblasting, and wirebrushing. These procedures are discussed in the following sections.

Airblasting

Airblasting is done with one of two types of equipment:

- ! Portable backpack or power-driven blowers.
- ! High-pressure air compressors with hoses and wands.

Backpack and power-driven blowers are generally used to clean pavement surfaces prior to sealcoating. However, they have been used to clean cracks. These blowers deliver high volumes of air at low pressures. As a result, blast velocity is generally limited to between 75 and 110 m/s. Although blowers require only one laborer and provide better mobility, the high-pressure (>690 kPa) capabilities of compressed-air units make them more desirable than blowers for crack cleaning.

High-pressure airblasting (figure 9) is fairly effective at removing dust, debris, and some loosened AC fragments. However, it is not nearly as effective in removing laitance or in drying the crack channel.

Compressed-air units should have a minimum blast pressure of 690 kPa and a blast flow of 0.07 m³/s. In addition, compressed-air units equipped with oil- and moisture-filtering systems are highly recommended, as the introduction of oil or moisture to the crack channel can seriously inhibit bonding of the sealant to the sidewall.

Hot Airblasting

Hot airblasting is performed with a hot compressed-air (HCA) lance, or heat lance, connected to a compressed-air unit, as shown in figure 10. This form of crack preparation is quite effective at removing dirt, debris, and laitance. Moreover, the extreme heat it delivers to a crack provides two benefits. First, crack moisture is quickly dissipated, thereby improving the potential for bonding of the sealant or filler material. Second, assuming the material installation operation follows closely behind the hot airblasting operation, the heated crack surface can enhance bonding of hot-applied sealant or filler materials.

There are a number of HCA lance models available on the market today, each with its own heat and blast capacities and operational control features (e.g., push-button ignition, wheels, balancing straps). Minimum requirements for these units should be a 1370°C heat capacity and a 610-m/s blast velocity.



Figure 9. High-pressure airblasting using compressed air.



Figure 10. Hot airblasting using HCA (heat) lance.

Heat lances with high heat and blast velocity (1650°C and 915 m/s) are preferred for production operations. However, caution must be exercised with these units to avoid burning the AC pavement. Finally, direct-flame torches should never be used, and air compressors used in hot airblasting operations should be equipped with oil- and moisture-filter systems.

Sandblasting

Sandblasting is a labor-intensive operation that is quite effective at removing debris, laitance, and loosened AC fragments from the sidewalls of sawn cracks. The procedure, depicted in figure 11, leaves a clean, textured surface that is ideal for bonding.

Sandblasting equipment consists of a compressed-air unit, a sandblast machine, hoses, and a wand with a Venturi-type nozzle. A second air compressor is often necessary for follow-up cleaning after the sandblasting operation.



Figure 11. Sandblasting operation.

The compressed air supply is the most critical part of a sandblasting operation. At least 690 kPa of pressure and 0.07 m³/s of oil- and moisture-free air volume should be provided. Large air supply and sandblast hoses should also be used to reduce friction losses and resulting pressure drops. A minimum of 25-mm-inside-diameter lines and a 6-mm-diameter nozzle orifice size are recommended.

Wirebrushing

Occasionally, sawn or routed cracks are cleaned using mechanical, power-driven wirebrushes in conjunction with some form of compressed air. Depending on the brush and bristle characteristics, this combination is quite effective at removing debris lodged in the crack reservoir, but not as effective at removing laitance and loosened AC fragments from the crack sidewalls.

Wirebrushes are available commercially, with and without built-in airblowers. Some agencies have had success modifying pavement saws by removing the sawblades and attaching wirebrush fittings to the rotor of the machine.

3.4.3 Material Preparation and Application

Bond-Breaker Installation

The simplest and easiest tool for placing backer rod is one equipped with two roller wheels and an adjustable central insertion wheel, as illustrated in figure 12. This type of tool generally accommodates a threaded broom handle and comes with additional insertion wheels of various widths.



Figure 12. Backer rod installation tool.

Cold-Applied Thermoplastic Bituminous Materials

Emulsion materials can be prepared and applied in various ways. They can be loaded into distributors for partially heated application or kept in drums for unheated application. Distributors are often equipped with pressure or gravity hoses for wand application. Hand-held or wheeled pour pots may be used to apply heated or unheated emulsion in the cracks.

Determining which method to use for preparing and installing emulsion depends primarily on the availability of equipment. However, the need for partial heating and the size of the job must also be considered.

Hot-Applied Thermoplastic Bituminous Materials

Material heating for hot-applied thermoplastic bituminous materials is usually done with an asphalt distributor or an asphalt kettle/melter, similar to that shown in figure 13. Unmodified asphalt materials, such as asphalt cement, are usually heated and placed using distributors or direct-heat kettles. These units typically burn propane gas for heat, and the heat is applied directly to the melting vat containing the asphalt material. The direct-heat system is not recommended for heating modified asphalt materials as it can cause uneven heating or overheating of the asphalt, particularly when no agitation devices are available.

Rubber- and fiber-modified asphalt materials must be heated and mixed in indirect-heat, agitator-type kettles. These machines burn either propane or diesel fuel, and the resulting heat is applied to a transfer oil that surrounds a double-



Figure 13. Asphalt kettle with pressure applicator.

jacketed melting vat containing the treatment material. This indirect method of heating is safer and provides a more controlled and uniform way to heat the material. Agitation devices are usually standard equipment on these units.

As with other crack treatment equipment, several types and sizes of asphalt kettles are available and in use. Some items that should be considered when determining which kettle to use include the following:

- ! Type of material.
- ! Size of job.
- ! Constraints on preparation time.
- ! Air temperature during preparation.
- ! Safety.

Rubber-modified asphalt sealants can be adequately heated and applied by most indirect-heat kettles equipped with pressure applicators. However, because of their thick consistency, fiberized asphalt materials often require the use of kettles with heavy-duty application pumps, large hoses, and full-sweep agitation equipment. A 15-kW engine is generally recommended for fiberized applications, along with a 50-mm recirculating pump and discharge line.

For small jobs, a small-capacity kettle (380 L maximum) is desirable. Since it is generally recommended that kettles be filled to at least one-third of their capacity to avoid overheating the material and to allow effective operation, large-capacity kettles would not be appropriate because more material would be heated than necessary.

Unless the kettle operator begins work several hours prior to normal starting time, material heating time can substantially cut into operational time. This is particularly true in cold weather and when using large kettles. Depending on the amount of

material prepared, large kettles (1,515 L or greater) may take as long as 3 hours to bring a material to application temperature. Conversely, small kettles (190 to 380 L) usually take between 60 and 75 min.

In general, kettles should allow the operator to regulate material temperatures up to 220°C. Accurate thermostats should monitor both the material and heating oil temperatures, and these thermostats should control the operation of the burners. The kettle should allow recirculation of materials back into the vat during idle periods. Insulated applicator hoses and wands are recommended, and hoses should meet or exceed the kettle manufacturer's specifications.

Cold-Applied Thermosetting Materials

Silicone pumps must be capable of being directly attached to the original material container, typically a 19- or 208-L drum. Pumps and applicators should provide sealant to the crack at a rate that does not limit the operator; 0.03 L/s is recommended as a minimum flow rate. Teflon-lined application hoses and seals are also recommended because they are able to prevent silicone from curing in the pump or hose.

3.4.4 Material Finishing/Shaping

Material finishing can be accomplished in two ways. First, various sizes of dish-shaped attachments are available that can be connected to the end of the application wand for one-step application and finishing. Second, industrial rubber squeegees, like the one shown in figure 14, can be used behind the material applicator to provide the desired shape.

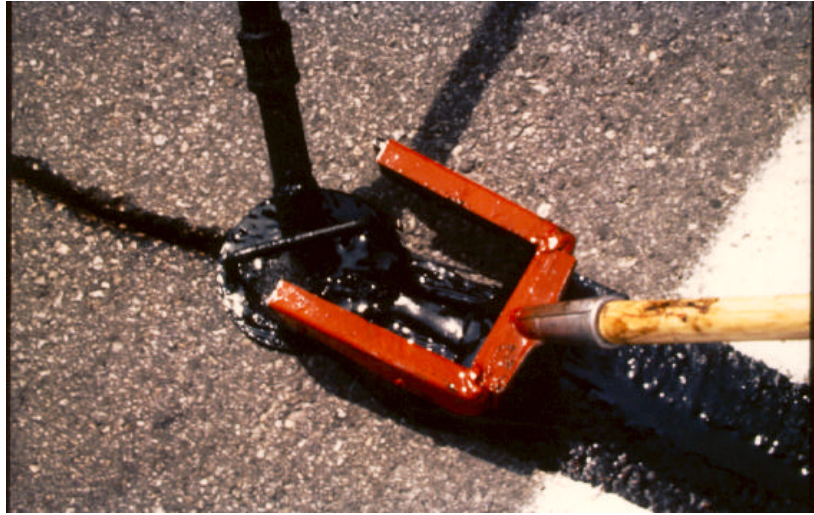


Figure 14. Industrial squeegee molded into a “U” shape.

The one-step method requires one less worker, but often does not provide as much control in finishing as the squeegee method, especially for overband configurations.

3.4.5 Material Blotting

The equipment necessary for blotting depends on the type of blotter material to be used. Sand will generally require a truck or trailer on which it can be stored, along with shovels for spreading.

Toilet paper can often be loaded on the same truck with the prepackaged sealant blocks. Rolls of toilet paper can then be placed on a modified paint roller (equipped with a long handle) for easy application.

3.5 Estimating Material Requirements

Although maintenance agencies frequently purchase a year's supply of one or two materials, reliable estimates of material necessary for a particular project can be very useful in attempting to use the right material in each situation. The worksheet in figure 15 should help the crack treatment planner compute how much material to acquire for a project. An example calculation is provided in appendix B.

3.6 Cost-Effectiveness Analysis

Although performance is important, cost-effectiveness is often the preferred method of determining which materials and procedures to use. Obviously, a treatment that costs \$15/m in-place and performs adequately for 5 years is more desirable than a treatment that costs \$30/m in-place and performs for the same amount of time. However, this philosophy has limits. For instance, even if biannual applications of asphalt cement were determined to be the most cost-effective treatment alternative, it would most likely be impractical because crews would be restrained from tending to other activities and would be placed in harm's way much more often.

The worksheet in figure 16 should assist the planner in computing treatment cost-effectiveness. An example of how to compute cost-effectiveness with this worksheet is provided in appendix C.

Determining Material Quantity Requirements	
A. Length of section to be treated.	_____ m
B. Length of sample segment inspected.	_____ m
C. Amount (length) of targeted crack in sample segment inspected.	_____ lin m
D. Amount (length) of targeted crack in section. D = C × (A/B)	_____ lin m
E. Average estimated width of targeted crack.	_____ mm
F. Type of material configuration planned.	_____
G. Cross-sectional area of planned configuration.	_____ mm ²
H. Total volume in m ³ of targeted crack to be treated. H = (G/10 ⁶) × D	_____ m ³
I. Total volume in L of targeted crack to be treated. I = H × 1000 L/m ³	_____ L
J. Unit weight of planned treatment material in kg/L.	_____ kg/L
K. Theoretical amount of material needed in kg. K = J × I	_____ kg
L. Total material amount recommended	
with ____ % wastage. L = 1.____ × K	_____ kg

Figure 15. Worksheet for determining material quantity requirements.

Crack Treatment Cost-Effectiveness

- A. Cost of purchasing and shipping material in \$/kg. \$ _____ /kg
- B. Application rate in kg/lin m (including wastage). _____ kg/lin m
- C. Placement cost (labor & equipment) in \$/day. \$ _____ /day
- D. Production rate in lin m of crack per day. _____ lin m/day
- E. User delay cost in \$/day. \$ _____ /day
- F. Total installation cost in \$/lin m.
 $F = (A \times B) + (C/D) + (E/D)$ \$ _____ /lin m
- G. Interest rate. _____ percent
- H. Estimated service life of treatment in years
 (time to 50 percent failure). _____ years
- I. Average annual cost in \$/lin m.

$$I = F \times \frac{1 + G \times (1 + G)^H}{(1 + G)^H - 1}$$
 \$ _____ /lin m

Figure 16. Cost-effectiveness computation worksheet.

4.0 Construction

Once the most appropriate material and placement procedure are selected, proper field application must be carried out. The best method for achieving proper application is to ensure that the objective of each step in the crack treatment operation is met. Toward this end, crews should be fully aware of what they are expected to do and of the importance of what they will be doing. Likewise, supervisors/inspectors must know what to expect as a result of each operation.

This chapter presents the fundamental objective of each operational step and provides general guidance on how the operations should be performed to best meet the objectives. Operational checklists that help both crews and supervisors/inspectors monitor work quality are provided in appendix D.

4.1 Traffic Control

Whether it's provided as a moving operation or a stationary work zone, good traffic control is necessary to provide a safe working environment for the installation crew and a safe, minimally disruptive travel path for traffic.

The appropriate traffic control setups are usually stipulated by departmental policies. However, a quick survey of the roadway to be treated can be helpful for identifying any special precautions needed, as well as any additional safety equipment needed during the installation. Flag persons are often needed on operations that encroach into adjacent traveled lanes, particularly on moderately and highly trafficked highways. Such operations often include crack cutting, crack cleaning, and squeegeeing.

4.2 Safety

Another aspect of safety is worker protection from material and equipment hazards. Mandated highway safety attire, such as vests and hard hats, should always be worn by crews and foremen during operations. In addition, individual crews should be made aware of all safety precautions associated with the particular materials and equipment they are using. A more detailed account of material and equipment safety is provided in appendix E.

4.3 Crack Cutting

Objective: To create a uniform, rectangular reservoir, centered as closely as possible over a particular crack, while inflicting as little damage as possible on the surrounding pavement.

If crack cutting is to be performed, saw blades or router bits must be checked for sharpness and sized or spaced to produce the desired cutting width. Most cutting equipment has mechanical or electric-actuator cutting depth controls and depth gauges for quick depth resetting. The desired cutting depth and corresponding gauge setting should be established prior to formal cutting of cracks.

Regardless of the type of cutting equipment used, every effort should be made to accurately follow the crack while cutting. Even though production may be considerably compromised on meandering cracks, missed crack segments, such as those shown in figure 17, can be minimized and high performance potential can be maintained. Centering the cut over the crack as much as possible provides added leeway when cutting.



Figure 17. Crack segment missed by cutting equipment.

If a secondary crack is encountered along a primary crack, such as that shown in figure 18, a decision must be made as to whether to cut it. Two closely spaced channel cuts can significantly weaken the integrity of the AC along that particular segment. A general rule is to cut only secondary cracks spaced farther than 300 mm from a primary crack. Secondary cracks closer than 300 mm should be cleaned and sealed only.

4.4 Crack Cleaning and Drying

Objective: To provide a clean, dry crack channel, free of loosened AC fragments, in which the crack treatment material and any accessory materials can be placed.



Figure 18. Primary crack accompanied by secondary crack.

Crack-cleaning operators are likely to encounter some loosened AC fragments while cleaning, particularly if cracks are cut. Operators should remove these fragments because they will be detrimental to sealant or filler performance. If the cleaning equipment is unable to remove these fragments, they should be removed manually with hand tools.

Finally, the cutting operator should periodically inspect newly created reservoirs for shape and size. Cold temperatures, coarse AC mixes, or dull cutting elements can lead to spalled crack edges or highly distorted rectangular channels. These have an adverse effect on material performance.

4.4.1 High-Pressure Airblasting

Because high-pressure airblasting provides no heat and very little drying, it should only be performed when the pavement and crack channels are completely dry and when ambient temperatures are above 4°C and rising. Furthermore, since many modern air compressors are known to introduce water and oil into the air supply, compressors should be equipped with moisture and oil filters that effectively remove these contaminants.

High-pressure airblasting equipment must be able to provide a continuous, high-volume, high-pressure airstream using clean, dry air. Recommended operational criteria are 690 kPa pressure and 0.7 m³/s flow.

Operators should make at least two passes of high-pressure airblasting along each crack or crack segment. The first pass dislodges loose dirt and debris from the crack channel. The wand should be held no less than 50 mm away from the crack. The second pass completely removes all the dislodged crack particles from the roadway and shoulder. In this pass, the wand can be held further away from the pavement surface to make use of a larger blast area.

High-pressure airblasting should be conducted just ahead of the sealing or filling operation. The greater the time interval between these two operations, the more likely dust and debris will resettle in the crack channel.

4.4.2 Hot Airblasting

Unlike high-pressure airblasting, hot airblasting can be used in both ideal and partly adverse conditions for cleaning, drying, and warming cracks. Its most practical applications include drying damp cracks resulting from overnight dew or a short

sprinkle and warming cracks below 10°C to promote bonding with hot-applied materials. However, a heat lance should not be used as part of a crack treatment operation being conducted during rainshowers or in saturated pavement conditions.

Heat lances should provide a continuous stream of hot, high-pressure air with no flame at the exit nozzle. As stated earlier, units with high heat and blast capabilities (1650°C and 915 m/s) are recommended, but must be used with extreme caution so that the AC pavement is not burned.

Like high-pressure airblasting, hot airblasting should be conducted in two steps. A first pass, made along the crack in a steady fashion, should clean and heat, but not burn, the crack sidewalls (and surrounding pavement if material is to be overbanded). The heat lance should be held approximately 50 mm above the crack channel. Proper heating is manifested by a slightly darkened color; burning is apparent by a black color and a very gritty texture. The second pass completely removes all the dislodged crack particles from the roadway and shoulder.

Hot airblasting should be conducted immediately ahead of the sealing or filling operation. This will not only limit the amount of dust and debris blown into the cleaned crack channel, but it will also maximize crack warmth and minimize the potential for the formulation of moisture condensation in the crack channel. The less time between the two operations, the greater the bonding potential of the sealant or filler material.

4.4.3 Sandblasting

Sandblasting operations should be done in dry weather and should be followed up by airblasting to remove abrasive sand from the crack reservoir and roadway. The sandblasting equipment must be capable of removing dirt, debris, and sawing residue with a correctly metered mixture of air and abrasive sand.

A minimum of 690 kPa and 0.7 m³/s of oil- and moisture-free air should be supplied to the sandblaster, such that a minimum nozzle pressure of 620 kPa is maintained. In addition, 25-mm-inside-diameter hoses and a 6-mm-diameter nozzle orifice are recommended.

One pass of the sandblaster should be made along each side of the crack reservoir. The flow of air and sand should be directed toward the surfaces (generally crack sidewalls), which will form bonds with the sealant material. In general, the wand should be kept 100 to 150 mm from the crack channel to provide optimal cleaning without damaging the integrity of the crack reservoir. An adjustable guide, such as that shown in figure 19, can be attached to the nozzle to consistently provide the desired results and reduce operator fatigue.

4.4.4 Wirebrushing

Power-driven, mechanical wirebrushes should be used only for cleaning dry crack channels that possess very little laitance. They must be able to closely follow the crack and should be supplemented with some form of airblasting. In addition, brush attachments should contain bristles flexible enough to allow penetration into the crack channel, yet rigid enough to remove dirt and debris.



Figure 19. Sandblasting wand with wooden guide attached.

As with saws and routers, most mechanical wirebrushes have actuator-type depth-control switches. The absence of depth gauges, however, usually requires frequent setting adjustments for optimal cleaning of each new crack.

4.5 Material Preparation and Application

Objective: To install any accessory materials into the crack channel, prepare the crack treatment material for recommended application, and place the proper amount of material into or over the crack channel to be treated.

The material installation operation must follow closely behind the crack cleaning and drying operation in order to ensure the cleanest possible crack channel.

4.5.1 Installing Backer Rod

If bond-breaker sealant application is specified, backer rod may be installed only after the crack reservoir and pavement surface have been adequately cleaned. The recommended method of installing backer rod is as follows:

1. Adjust the insertion disk on the backer rod installation tool to the appropriate depth for placement. The depth should be slightly greater than the required depth of backer rod because the rod compresses slightly when installed.
2. Reel out a sufficient amount of backer rod from the spool to cover the length of the crack.
3. Insert the end of the rod into one end of the crack reservoir.
4. Tuck the rod loosely into the reservoir at various points along the crack, leaving a little slack in the rod between points. Stretching and twisting of the backer rod should be avoided where possible.
5. Starting from the end, push the rod into the reservoir to the required depth using the installation tool. It will be necessary during this time to periodically take out any slack in the rod that might have developed or already existed.
6. Roll over the rod a second time with the installation tool to ensure proper depth.
7. Cut the rod to the proper length, making sure no gaps exist between segments of backer rod.
8. If segments of the crack reservoir are wider than the rod, it will be necessary to either place additional pieces of rod or install larger diameter backer rod in those sections.

4.5.2 Material Preparation

Every crack treatment material requires some form of preparation, whether it's loading the material into the applicator, heating it to the appropriate temperature, or mixing it for proper consistency and uniform heating. While this manual presents some basic guidelines for the preparation and installation of materials, the specific recommendations provided by the manufacturer of the material to be placed should be followed closely. These recommendations generally pertain to items such as minimum placement temperature, material heating temperatures, prolonged heating, and allowable pavement temperature and moisture conditions.

The best placement conditions for most materials are dry pavement and an air temperature that is at least 4°C and rising. However, the use of a heat lance will usually permit many hot-applied materials to be placed in cold or damp conditions, as discussed earlier. Some emulsion materials can be placed in temperatures below 4°C, but the threat of rain generally precludes their placement because they are susceptible to being washed away by water.

Two temperatures are important to monitor while preparing hot-applied materials:

- ! **Recommended Application Temperature**—The temperature of the material at the nozzle that is recommended for optimum performance.
- ! **Safe Heating Temperature**—The maximum temperature that a material can be heated to before experiencing a breakdown in its formulation.

Recommended application temperatures for hot-applied asphalt materials generally range from 188 to 200°C. Notable

exceptions include some fiberized asphalt materials that must be applied at temperatures in the range of 138 to 160°C. Emulsions may be applied at ambient temperature or may be partially heated to between 52 and 66°C.

Prior to heating a material, kettle operators should know its safe heating temperature and the effects of overheating or extended heating. Safe heating temperatures for hot-applied materials are typically 11 to 17°C higher than recommended application temperatures. The effects of overheating or extended heating depend on the specific material. Some materials exhibit a thickened, gel-like consistency, while others thin out or soften considerably. In either case, the material should be discarded and new material should be prepared.

Other preparation-related concerns for hot-applied materials include prolonged heating and reheating as a result of work delays. Most hot-applied materials have prolonged heating periods between 6 and 12 hours, and they may be reheated once. In both instances, more material should be added, if possible, to extend application life.

Substantial carbon buildup should be cleaned off the melting vat walls before an asphalt kettle is used. In addition, all temperature gauges on the unit should be calibrated to display exact temperatures. An ASTM 11F or equivalent thermometer should be available for verifying material temperatures in the kettle and measuring material temperatures at the nozzle. Hand-held, calibrated infrared thermometers can be used to easily check sealant, air, and pavement temperatures.

A few guidelines for initial heating of hot-applied materials include the following:

1. Heating should begin so that the material is ready by the time normal work operations begin.

2. Heating oil temperature should be kept no more than 28 to 42°C above the safe heating temperature of the material, depending on the material manufacturer's recommendation.
3. Material temperatures must remain below the recommended pouring temperature.
4. The agitator should be started as soon as possible.

An emulsion material that is applied cold from the original container may need to be mixed if asphalt particles have settled during storage. Simple stirring at the bottom of the container will bring the material to a uniform consistency.

4.5.3 Material Application

Hot-pour application should commence once the material has reached the recommended application temperature and the first few cracks have been prepared. From here, the focus is on three items:

- ! Consistently maintaining the material at or near the recommended application temperature without overheating.
- ! Maintaining a sufficient supply of heated material in the kettle.
- ! Properly dispensing the right amount of material into the crack channels.

The kettle operator must be fully aware of the recommended application temperature and the safe heating temperature of the material being installed. These temperatures are generally marked on the material containers for quick and easy reference.

Maintaining a consistent material temperature can be rather difficult, especially in cold weather. Underheated material may produce a poor bond or freeze the application line, causing a

work delay. Overheating, on the other hand, will lead to either poor treatment performance or a suspended operation.

Guidelines for maintaining hot-applied material in a sufficient quantity and at the proper temperature during application are as follows:

1. Check the temperature of the material at the nozzle and in the melting vat using a high-temperature thermometer attached to a metal or wooden rod or a hand-held infrared thermometer.
2. Adjust the heating controls to reach the recommended application temperature (or as near as possible without exceeding the safe heating temperature).
3. Regularly check the sealant temperatures and adjust as necessary.
4. Watch for carbon buildup on the sidewalls of the heating chamber and visually inspect material for changes in consistency.
5. Periodically check the level of material in the melting vat. Add material as needed.

The application procedure for all crack treatment materials is basically the same, regardless of what application device is used. Pressure applicators are almost always used; however, pour pots are occasionally used for applying cold-applied emulsion materials. In all cases, a relatively free-flowing material must be poured into, and possibly over, the crack channel.

General guidelines for material application include the following:

1. Apply the material with the nozzle in the crack channel, so that the channel is filled from the bottom up and air is not trapped beneath the material.

2. Apply the material in a continuous motion, being sure to fill the channel to the proper level for recessed configurations or provide a sufficient amount of material for flush, capped, or overbanded configurations.
3. Reapply material to crack segments where material has sunk into the crack or an insufficient amount was furnished in the previous pass.
4. Recirculate material through the wand into the melting vat during idle periods.

4.5.4 Asphalt Kettle Cleanout

At the end of each day's work, the applicator system lines on asphalt kettles must be purged of hot-pour material. In addition, if non-reheatable materials are being used, material left in the melting vat must be removed. In any case, the amount of material in the melting vat should be monitored so that as little material as possible remains when work is finished for the day.

When using reheatable materials, the applicator lines can be purged of material using either reverse flow or air cleanout procedures. Thorough cleaning can be accomplished using reverse flow procedures followed by solvent flushing procedures.

When using non-reheatable materials, as much material as possible should be placed in cracks at the project site. Any leftover material will have to be discharged into containers for subsequent disposal. Solvent may then be added and circulated through the system to flush out any excess material.

If flushing solvents are used in cleanout, the kettle operator must ensure that they do not contaminate the sealant or filler material. Step-by-step instructions on how to clean kettles and applicator lines are generally found in the kettle manufacturer's operations manual.

4.6 Material Finishing/Shaping

Objective: To shape or mold the previously applied material to the desired configuration.

Prior to installation, the finishing tool should be tested to ensure that the desired configuration is achieved. If a dish attachment is to be used on the applicator wand, it should be the proper size and aligned to facilitate application.

Squeegees should be properly molded into a "U" or "V" shape so that the material can be concentrated over the crack. If the strike-off is to be flush, the rubber insert should be flat. If a band-aid configuration is required, the rubber insert should be cut to the desired dimensions. The depth of the cut should be a little larger than the desired thickness of the band because some thickness will be lost as a result of the squeegee being pushed forward and slightly downward.

A few recommendations for finishing are as follows:

1. Operate the squeegee closely behind the wand. If the material is runny enough to sink into the crack or flow from the mold provided by the squeegee, maintain a little distance to allow for reapplication or material cooling.
2. Concentrate on centering the application dish or band-aid squeegee over the crack channel.
3. Keep the squeegee free from material buildup by regularly scraping it on the pavement. It may be necessary periodically to remove built-up material with a propane torch.

4.7 Material Blotting

Objective: To apply a sufficient amount of blotter material to protect the uncured crack treatment material from tracking.

When rubber-modified asphalt materials must be blotted to prevent tracking, toilet paper, talcum powder, and limestone dust are often used. These blotters should be applied immediately after finishing so that they can stick to the material and serve as temporary covers. Care must be taken not to overapply dust and powder materials.

Sand is used primarily as a blotter for many emulsion materials and occasionally asphalt cement. It should be applied in a thin layer and should fully cover the exposed treatment material.

5.0 Evaluating Crack Treatment Performance

Monitoring the performance of crack treatments is good practice, and it can be done rather quickly (1 or 2 hours) with fair accuracy. At least one inspection should be made each year to chart the rate of failure and plan for subsequent maintenance. A mid-winter evaluation is highly recommended, as it will show treatment effectiveness during a time of near maximum pavement contraction and near maximum crack opening.

As in the initial pavement/crack survey, a small representative sample of the pavement section, about 150 m, should be selected for the evaluation. The sealant or filler material in each crack within the sample section should then be visually examined to determine how well the material is performing its function of keeping out water.

Items signifying treatment failures include the following:

- ! Full-depth adhesion loss.
- ! Full-depth cohesion loss.
- ! Complete pull-out of material.
- ! Spalls or secondary cracks extending below treatment material to crack.
- ! Potholes.

A good estimate of the percentage of treatment failure can be calculated by measuring and summing the lengths of failed segments and dividing this figure by the total length of treated cracks inspected.

$$\% \text{ Fail} = 100 \times L_f / L_t \quad \text{Eq. 1}$$

where: $\%Fail$ = Percentage of treatment length failed.
 L_f = Length of treatment failure, m.
 L_t = Total treatment length, m.

Treatment effectiveness can then be determined by subtracting the percentage of treatment failure from 100 percent.

$$\% Eff = 100 - \% Fail \quad \text{Eq. 2}$$

where: $\% Eff$ = Percentage of treatment length that is effective.
 $\% Fail$ = Percentage of treatment length failed.

After a few inspections, a graph of effectiveness versus time can be constructed, like the one shown in figure 20. A minimum allowable effectiveness level—say 50 or 75 percent—will help indicate when future maintenance should be performed.

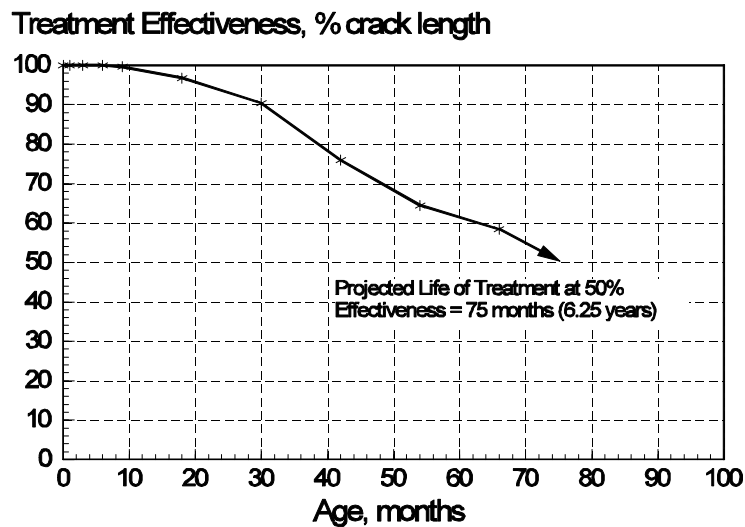


Figure 20. Example graph of treatment effectiveness versus time.

Appendix A

Material Testing Specifications

This appendix presents testing specifications for the primary material types used for sealing cracks. These criteria are based on specifications prepared by national agencies, such as ASTM and AASHTO, State highway agencies, and material manufacturers. Specifications are revised frequently, and the sponsoring agency should be contacted to obtain the latest edition.

ASTM Specifications

American Society for Testing and Materials
100 Barr Harbor Drive
West Conshohocken, PA 19428
(610) 832-9500
www.astm.org

AASHTO Specifications

The American Association of State Highway and
Transportation Officials
444 North Capitol Street NW, Suite 249
Washington, D.C. 20001
www.aashto.org

U.S. Federal Specifications

National Technical Information Service
5285 Port Royal Road
Springfield, VA 22161
(800) 553-6847
www.ntis.gov
www.fhwa.dot.gov

Table A-1. Asphalt rubber specifications.

Test	ASTM D 5078 Test Criteria
Cone penetration (25°C), dmm	70 max
Cone penetration (4°C), dmm	15 min
Resilience (25°C), % recovery	30 min
Softening point, °C	150 min
Asphalt compatibility	Pass

Table A-2. Self-leveling silicone specifications.

Test	Test Method	ASTM D 5893 Test Criteria ^a
Extrusion Rate, mL/min	ASTM C 1183	\$ 50
Tensile stress at 150% strain (23°C), kPa	ASTM D 412(C)	# 310
Rheological properties	ASTM D 2202	Type 1, smooth
Tack-Free Time, h	ASTM C 679	# 5
Bond (-29°C, 100% extension, immersed, non-immersed, oven-aged)	ASTM D 5893	Pass
Hardness (-29°C, type A2)	ASTM C 661	# 25
Hardness (23°C, type A2)	ASTM C 661	\$ 30
Flow	ASTM D 5893	No flow
Ultimate elongation, %	ASTM D 412(C)	\$ 600
Accelerated weathering	ASTM C 793	Pass
Resilience, %	ASTM D 5893	\$ 75

^a Based on 21-day cure time.

Table A-3. Rubberized asphalt specifications.

Test	Test Criteria						
	Previous Standard			Current Standard			Low Modulus
	ASTM D 1190	AASHTO M 173	Federal SS-S-164	ASTM D 3405	AASHTO M 301	Federal SS-S-1401	State Specification
Cone penetration (25°C), dmm	# 90	# 90	# 90	# 90	# 90	# 90	110 to 150
Flow (60°C), mm	# 5	# 5	# 5	# 3	# 3	# 3	# 3
Resilience (25°C), % recovery				\$ 60	\$ 60	\$ 60	\$ 60
Bond (-18°C, 50% extension)	Pass 5 cycles	Pass 5 cycles	Pass 5 cycles				
Bond (-18°C, 100% extension) or (-29°C, 50% extension)						Pass 3 cycles	
Bond (-29°C, 100% extension) or (-29°C, 200% extension)				Pass 3 cycles	Pass 3 cycles		Pass 3 cycles
Asphalt compatibility						Pass	
Cone penetration (-18°C), dmm							\$ 40

Appendix B

Determining Material Quantity Requirements

The following is an example of how to calculate the amount of sealant or filler material needed for a project.

A pavement/crack survey reveals the following information about a particular pavement section:

Project length: 12.88 km or 12,880 m.
Length of sample segment: 152 m.
Length of targeted crack in segment: 61 m.
Average width of targeted crack: 6 mm.

A rubberized asphalt product with a unit weight of 1.18 kg/L will be placed in the shallow reservoir-and-flush configuration (configuration H, figure 6). A 15 percent waste factor is assumed.

Calculation of the amount of material required is shown in figure B-1.

A. Length of section to be treated.	<u>12,880 m</u>
B. Length of sample segment inspected.	<u>152 m</u>
C. Amount (length) of targeted crack in sample segment inspected.	<u>61 lin m</u>
D. Amount (length) of targeted crack in section. $D = C \times (A/B)$	$61 \times (12,880/152) = \underline{5,168 \text{ lin m}}$
E. Average estimated width of targeted crack.	<u>6 mm</u>
F. Type of material configuration planned.	<u>Shallow Reservoir & Flush</u>
G. Cross-sectional area of planned configuration. $5 \text{ mm deep} \times 38 \text{ mm wide} =$	<u>190 mm²</u>
H. Total volume in m ³ of design crack to be treated. $H = (G/10^6) \times D$	$(190/10^6) \times 5,168 = \underline{0.98 \text{ m}^3}$
I. Total volume in L of design crack to be treated. $I = H \times 1,000 \text{ L/m}^3$	$0.98 \times 1,000 = \underline{980 \text{ L}}$
J. Unit weight of planned treatment material in kg/L.	<u>1.18 kg/L</u>
K. Theoretical amount of material needed in kg. $K = I \times J$	$980 \times 1.18 = \underline{1,156 \text{ kg}}$
L. Total amount of material recommended with 15 percent overage. $L = 1.15 \times K$	$1.15 \times 1,156 = \underline{1,329 \text{ kg}}$

Figure B-1. Solution to material requirements problem.

Appendix C

Sample Cost-Effectiveness Calculations

The following is an example illustration of how material cost-effectiveness can be computed using the worksheet provided in figure 16. In the exercise, two different treatment options are being considered by an agency for an AC transverse crack sealing project.

Option #1

Rubberized asphalt, unit weight = 1.14 kg/L or 1,140 kg/m³.
Standard recessed band-aid configuration (see figure 6).
Material and shipping cost: \$1.43/kg.
Estimated production rate: 762 lin m of crack per day.
Estimated service life: 3 years.

Option #2

Low-modulus rubberized asphalt, unit weight = 1.07 kg/L or 1,070 kg/m³.
Shallow recessed band-aid configuration (see figure 6).
Material and shipping cost: \$1.90/kg.
Estimated production rate: 915 lin m of crack per day.
Estimated service life: 5 years.

The following assumptions are made for both options:

- ! Same wastage factors (15 percent).
- ! 10 laborers each @ \$120/day.
- ! 1 supervisor @ \$200/day.
- ! Equipment costs = \$500/day.
- ! User delay cost = \$2,000/day.

Application rates are computed on the following page, and the actual cost-effectiveness analysis is illustrated in figure C-1.

Option #1

Cross-sectional area
of reservoir $= (13 \text{ mm} \times 13 \text{ mm}) + (102 \text{ mm} \times 3 \text{ mm})$
 $= 475 \text{ mm}^2 (0.000475 \text{ m}^2)$

Volume of reservoir
(1 lin m of crack) $= 1 \text{ m} \times 0.000475 \text{ m}^2$
 $= 0.000475 \text{ m}^3$

Gross Application
Rate (no waste) $= 1,140 \text{ kg/m}^3 \times 0.000475 \text{ m}^3$
 $= 0.54 \text{ kg/lin m of crack}$

Net Application
Rate (15% waste) $= 1.15 \times 0.54 \text{ kg/lin m}$
 $= 0.62 \text{ kg/lin m of crack}$

Option #2

Cross-sectional area
of reservoir $= (38 \text{ mm} \times 5 \text{ mm}) + (102 \text{ mm} \times 3 \text{ mm})$
 $= 496 \text{ mm}^2 (0.000496 \text{ m}^2)$

Volume of reservoir
(1 lin m of crack) $= 1 \text{ m} \times 0.000496 \text{ m}^2$
 $= 0.000496 \text{ m}^3$

Gross Application
Rate (no waste) $= 1,070 \text{ kg/m}^3 \times 0.000496 \text{ m}^3$
 $= 0.53 \text{ kg/lin m of crack}$

Net Application
Rate (15% waste) $= 1.15 \times 0.53 \text{ kg/lin m}$
 $= 0.61 \text{ kg/lin m of crack}$

Placement Cost (both options)

Labor cost $= (10 \text{ lab} \times \$120/\text{lab}) + (1 \text{ sup} \times \$200/\text{sup})$
 $= \$1,400/\text{day}$

Equipment cost $= \$500/\text{day}$

Placement cost $= \$1,400/\text{day} + \$500/\text{day}$
 $= \$1,900/\text{day}$

Crack Treatment Cost-Effectiveness

	Option #1		Option #2
A. Cost of purchasing and shipping material.	\$ <u>1.43/kg</u>		\$ <u>1.90/kg</u>
B. Net application rate.	<u>0.62 kg/lin m</u>		<u>0.61 kg/lin m</u>
C. Placement cost (labor & equipment).	\$ <u>1,900/day</u>		\$ <u>1,900/day</u>
D. Production rate.	<u>762 lin m/day</u>		<u>915 lin m/day</u>
E. User delay cost.	\$ <u>2000/day</u>		\$ <u>2000/day</u>
F. Total installation cost. $F = (A \times B) + (C/D) + (E/D)$ $(1.43 \times 0.62) + (1900/762)$ $+ (2000/762)$	= \$ <u>6.00/lin m</u>	$(1.90 \times 0.61) + (1900/915)$ $+ (2000/915)$	= \$ <u>5.42/lin m</u>
G. Interest rate.	<u>5.0 percent</u>		<u>5.0 percent</u>
H. Estimated service life (time to 50 percent failure).	<u>3 years</u>		<u>5 years</u>
I. Average annual cost. $I = \frac{F \times [G \times (1 + G)^H]}{(1 + G)^H - 1}$ $\frac{6.00 \times [0.05 \times (1 + 0.05)^3]}{[(1 + 0.05)^3 - 1]}$	= \$ <u>2.20/lin m</u>	$\frac{5.42 \times [0.05 \times (1 + 0.05)^5]}{[(1 + 0.05)^5 - 1]}$	= \$ <u>1.25/lin m</u>

Figure C-1. Example cost-effectiveness analysis.

Based on the calculations made in figure C-1, option #2, with an average annual cost of \$1.25/lin m, is more cost-effective than option #1, with an average annual cost of \$2.20/lin m.

Appendix D

Inspection Checklists for Construction

This appendix contains inspection checklists for the various operational steps in a sealing or filling operation. These checklists were developed for use by inspectors or supervisors to maximize workmanship in the field, giving crack treatment the best chance possible to perform well.

D.1 Crack Cutting

- G** 1. Cutting tips or blades are sufficiently sharp to minimize spalling and cracking.
- G** 2. Operator is wearing appropriate safety attire.
- G** 3. All guards and safety mechanisms on equipment are functioning properly.
- G** 4. Cutting equipment follows cracks so that the percentage of missed cracks is minimized (less than 5 percent missed cracks).
- G** 5. AC surface is not so cold as to inhibit cutting operations and cause excessive spalling or cracking.
- G** 6. AC surface mixture is not so coarse as to inhibit cutting operations and cause excessive spalling or cracking.
- G** 7. Cut reservoir dimensions are satisfactory and uniform, especially for bond-breaker application so that appropriate backer rod depth can be achieved.

D.2 Crack Cleaning and Drying

- G** 1. Oil and moisture filters on air compressor functioning properly. Periodic check for oil and moisture made by placing white towel over nozzle during operation.
- G** 2. Operator is wearing appropriate safety attire.
- G** 3. Dirt and debris are adequately blown from crack channel and surrounding pavement area to well off edge of roadway.
- G** 4. At least one pass on each side of crack channel is made with cleaning equipment.
- G** 5. When cleaning and drying with hot compressed air, intended bonding surfaces are darkened but not burned.
- G** 6. Cleaning operation is maintained just ahead of sealing or filling operation in order to retain crack cleanliness.
- G** 7. Hot airblasting operation is conducted immediately ahead of hot-applied sealant or filler installation so that the potential for moisture condensation is minimized and crack surface warmth is maximized (5 minutes or 50 m maximum).
- G** 8. Check periodically for crack cleanliness by running finger along crack sidewalls and examining for dirt, dust, or oxidized asphalt grit.
- G** 9. Check periodically for crack moisture visually and by feeling crack sidewalls.

- G** 10. Consistently check cracks for loosened fragments, and remove by hand those that will come free.
- G** 11. Blasting operations (sand or air) always proceeding away from and are directed away from passing traffic.
- G** 12. Airblasting and hot airblasting nozzles are held no more than 50 mm away from crack channel during first pass.
- G** 13. Sandblasting nozzle is directed against crack sidewalls and maintained 100 to 150 mm away.

D.3 Material Preparation and Installation

D.3.1 Backer Rod Installation

- G** 1. Backer rod placed to specified depth.
- G** 2. Wide crack segments filled with additional or larger backer rod.
- G** 3. Backer rod sufficiently compressed in reservoir so that the weight of uncured sealant does not force it down into the reservoir.
- G** 4. Surface of backer rod not damaged, twisted, or excessively stretched during installation.

D.3.2 Sealant or Filler Preparation and Installation

- G** 1. A double-boiler, agitator-type kettle with oil heat transfer is used for hot-applied, rubber-modified asphalt materials.
- G** 2. Kettle with full-sweep agitation and 50-mm recirculating pump used for fiberized asphalt applications.
- G** 3. Operator is wearing appropriate safety attire.
- G** 4. Melting vat kept at least one-third full of material to reduce chance of burning material or introducing air into pumping system.
- G** 5. Systematic check of material temperature in vat by both kettle temperature gauge and thermometer probe.
- G** 6. Recirculate material during idle periods.
- G** 7. Pump functions efficiently (no loss of power causing surges of material extrusion).
- G** 8. Crack channel filled with material from bottom up.
- G** 9. Crack channel filled with material to specified level in recessed configurations.
- G** 10. Sufficient amount of material is dispensed to form design configuration, but not so much as to oversupply squeegee.

- G** 11. Material is reapplied to crack segments that initially received too little material or experienced settling of material.
- G** 12. Material installation operations follow immediately behind cleaning and drying operation to retain crack cleanliness and, if hot airblasting, the potential for moisture condensation in the crack is minimized and crack warmth is maximized.
- G** 13. No bubbling due to moisture in crack channel after installing hot-applied materials.
- G** 14. Spilled material removed from the pavement surface.
- G** 15. Melter vat and application equipment thoroughly cleaned of contaminant materials.

D.4 Material Finishing/Shaping

- G** 1. Squeegee size and shape appropriate for planned material placement configuration.
- G** 2. Rubber inserts on squeegee cut to desired dimension for creating overband (periodically checking for cut-out wear).
- G** 3. Material buildup on squeegee being removed with propane torch.
- G** 4. Squeegee operated immediately after material application or strike-off delayed to allow overly runny material to cool in order to prevent slumping of band.

- G** 5. Band-aid squeegee consistently centered over crack.
- G** 6. Hot-applied material is cooling sufficiently to prevent tracking given the type of traffic control setup and ambient conditions.
- G** 7. Bond checked by peeling "cooled" hot-applied sealant from crack channel (check for moisture and dirt).
- G** 8. No bubbling due to moisture in crack channel after installation of hot-applied materials.

D.5 Material Blotting

- G** 1. Sufficient amount of sand applied to fully cover emulsion material.
- G** 2. Toilet paper, dust, or powder applied to fully cover hot-applied rubber-modified asphalts.

Appendix E

Material and Equipment Safety Precautions

E.1 Materials

To protect their health and well-being, maintenance workers who handle the various treatment materials should review material safety data sheets (MSDS's). These sheets provide important information about health, fire, and reactivity hazards.

Some common-sense precautions for preventing harmful contact or ingestion of materials include wearing the following protective clothing and equipment:

- ! Long-sleeved shirts.
- ! Long pants.
- ! Gloves.
- ! Steel-toed boots.
- ! Eye protection.

E.2. Equipment

Safety precautions should also be taken for those operating the various pieces of equipment used in sealing or filling operations. In general, these include the following:

- ! Routers/Saws—Eye and hearing protection, protective clothing, steel-toed boots.
- ! Air Compressors—Eye and hearing protection, protective clothing.

- ! HCA/Heat Lances—Eye and hearing protection, fire-retardant clothing including boots and leggings that cover lower legs.
- ! Sandblasters—Air-fed protective helmet, air supply purifier, and protective clothing.
- ! Distributors and Asphalt Kettles—Eye protection, protective clothing.

Appendix F

Partial List of Material and Equipment Sources

This appendix includes a partial listing of crack treatment material and equipment manufacturers. Addresses and phone numbers are provided for major manufacturers who can provide the user with information regarding products, installation practices, and safety procedures.

This list is intended to serve as a starting point for the user pursuing information about materials and equipment. It is not an endorsement for the manufacturers included and is not intended to carry negative connotations for manufacturers not included.

F.1 Materials

F.1.1 Manufacturers of Cold-Applied Thermoplastic Bituminous Materials

Unique Paving
Materials Corporation
3993 East 93rd Street
Cleveland, OH 44105-4096
(800) 441-4881
www.upm.com

F.1.2 Manufacturers of Hot-Applied Thermoplastic Bituminous Materials

Koch Materials Company
4111 E. 37th Street North
P.O. Box 2338
Wichita, KS 67220
(316) 828-8399
(800) 654-9182
www.kochmaterials.com

Crafco Inc.
6975 W. Crafco Way
Chandler, AZ 85226
(602) 276-0406
(800) 528-8242
www.crafco.com

W.R. Meadows, Inc.
300 Industrial Drive
Box 338
Hampshire, IL 60140-0338
(847) 683-4500
(800) 342-5976
www.wrmeadows.com

Meggison Enterprises, Inc.
870 E. 50th Avenue
Denver, CO 80216
(800) 296-3439

F.1.3 Manufacturers of Self-Leveling Silicone

Dow Corning Corporation
P.O. Box 994
Midland, MI 48686-0994
(517) 496-4000
www.dowcorning.com

F.2 Equipment

F.2.1 Manufacturers of Cutting Equipment

Crafco Inc.
6975 W. Crafco Way
Chandler, AZ 85226
(602) 276-0406
(800) 528-8242
www.crafco.com

Cimline, Inc.
2601 Niagara Lane
Minneapolis, MN 55447
(800) 328-3874
www.cimline.com

Aeroil Products Co., Inc.
450 Sweeney Drive
Crossville, TN 38555
(615) 456-8655
(800) 526-0987
www.aeroil.com

Target Products Inc.
4320 Clary Blvd.
Kansas City, MO 64130
(816) 923-5040

F.2.2 Manufacturers of Heat Lances

Cimline, Inc.
2601 Niagara Lane
Minneapolis, MN 55447
(800) 328-3874
www.cimline.com

Brewpro, Inc.
P.O. Box 43130
Cincinnati, OH 45243
(513) 577-7200

F.2.3 Manufacturers of Asphalt Kettles

Crafco Inc.
6975 W. Crafco Way
Chandler, AZ 85226
(602) 276-0406
(800) 528-8242
www.crafco.com

Cimline, Inc.
2601 Niagara Lane
Minneapolis, MN 55447
(800) 328-3874
www.cimline.com

Bear Cat Manufacturing
3650 Sabin Brown Road
Wickenburg, AZ 85390
(602) 684-7851

Stepp Manufacturing Co.
12325 River Road
North Branch, MN 55056
(612) 674-4491
(800) 359-8167
www.steppmfg.com

F.2.4 Manufacturers of Silicone Pumps

Graco, Inc.
P.O. Box 1441
Minneapolis, MN 55440-1441
(612) 623-6000
(800) 367-4023
www.graco.com

Glossary

Abrasion—The wearing away of treatment material by tire friction or snowplow scraping.

Adhesiveness—The ability of a material to remain bonded to crack sidewalls and the pavement surface.

Band-Aid—An overband configuration where material is shaped/finished to desired dimensions.

Capped—An overband configuration where material is not shaped/finished. The material is allowed to level over crack channel by itself.

Cohesiveness—The ability of a material to resist internal rupture.

Cost-Effectiveness—The degree to which a treatment is both useful and economical.

Crack Channel—The crack cavity as defined by either original (uncut) crack or cut crack.

Crack Repair—Maintenance in which badly deteriorated cracks are repaired through patching operations.

Crack Reservoir—A uniform crack channel resulting from cutting operations. Generally rectangular in shape.

Crack Treatment—Maintenance in which cracks are directly treated through sealing or filling operations.

Cupping—A depression in the pavement profile along crack edges caused by damaged or weakened sub-layers.

Edge Deterioration—Secondary cracks and spalls that occur within a few millimeters along the edges of a primary crack.

Effectiveness—See *Treatment Effectiveness*.

Elasticity—The ability of a material to recover from deformation and resist intrusion of foreign materials.

Faulting—A difference in elevation between opposing sides of a crack caused by weak or moisture-sensitive foundation material.

Flexibility—The ability of a material to extend to accommodate crack movement.

Incompressible—Material, such as sand, stone, and dirt, that resists the compression of a closing crack channel.

Lipping—An upheaval in the pavement profile along crack edges. Lipping may be the result of bulging in underlying PCC base or the infiltration and buildup of material in the crack.

Longitudinal—Parallel to the centerline of the pavement or laydown direction (SHRP, 1993).

Non-working (cracks)—Cracks that experience relatively little horizontal or vertical movement as a result of temperature change or traffic loading. As a general rule, movement less than 3 mm.

Overband—A type of finish in which material is allowed to completely cover crack channel by extending onto pavement surface. Overbands consist of band-aid and capped configurations.

Secondary Crack—A crack extending parallel to or radially from a primary crack. A form of edge deterioration.

Serviceability—The ability, at time of observation, of a pavement to serve traffic that uses the facility (AASHTO, 1986).

Spall—A chipped segment of AC pavement occurring along a primary crack edge. A form of edge deterioration.

Thermoplastic (material)—A material that becomes soft when heated and hard when cooled.

Thermosetting (material)—A material that hardens permanently when heated.

Transverse—Perpendicular to the pavement centerline or direction of laydown (SHRP, 1993).

Treatment Effectiveness—The degree to which a treatment is performing its function.

Treatment Failure—The degree to which a treatment is not performing its function.

Working (cracks)—Cracks that experience considerable horizontal or vertical movement as a result of temperature change or traffic loading. In general, movement greater than or equal to 3 mm.

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Peterson, D.E. 1982. "Resealing Joints and Cracks in Rigid and Flexible Pavements," *NCHRP Synthesis of Highway Practice No. 98*, Transportation Research Board (TRB), National Research Council, Washington, D.C.

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Strategic Highway Research Program (SHRP). 1993. *Distress Identification Manual for the Long-Term Pavement Performance Project*, Report No. SHRP-P-338, National Research Council, Washington, D.C.