



ASPHALT CRACKS

SEALING CRACKS IS ONE OF THE MANY MAINTENANCE STEPS TO PROLONG THE LIFE OF THE PAVEMENT

Cracking in asphalt/concrete is a phenomenon that pavement design and maintenance engineers have had to contend with for years. Fatigue cracking is the principal consideration in pavement maintenance. Cracks are inevitable, and neglect leads to accelerated cracking and/or potholing, further reducing pavement life and serviceability.

Water is one of the worst things for asphalt cracks—once under the asphalt surface, it can erode the foundation or freeze. Cracks can accumulate debris and dirt and can start to grow weeds. The problem of cracks is handled in many ways, ranging from pavement maintenance activities, such as surface treatments (seal coating or road slurry and hot rubberized crack sealing) to full-scale pavement rehabilitation projects, such as resurfacing. Maintenance departments/Property management companies bear most of the burden of dealing with cracks. Agencies with enough funding are often responsible for adding a few more years of serviceable life to deteriorated pavements, through preventative or routine maintenance, or both.

One of the more common options exercised is crack sealing on open cracks 1/8" up to 1". This operation has been conducted for many years, generally on a routine basis. However, only in the last two decades has its potential benefit as a preventive maintenance tool been realized.

Hot applied rubberized crack sealants should not be confused with cold applied Latex crack fillers that are non-elastic. Due to their non-elastic nature, as seasonal temperatures change, causing the asphalt to expand and contract, these cold applied fillers will re-crack prematurely causing further asphalt deterioration.

SEALING PROCESS

Cleaning:

Cracks are cleaned of all dirt, sand and debris using no less than a 185-cfm compressor at 110 psi. This will facilitate adhesion of rubberized material to the asphalt. All vegetation must be removed prior the application of material and It is recommended to apply weed killer one week before removal to prevent vegetation re-growth.

Heat Lance:

All moisture must be removed from cracks to allow proper adhesion of rubberized material. A specialized hot air head lance is required for this purpose. The heat lance accompanied by a 185-cfm compressor produces an air stream velocity of 3,000 ft/sec. and an air temperature of 33,000 degrees Fahrenheit.

Grinding:

Grinding provides for better adhesion of rubberized material to the asphalt crack's side wall. It also creates a reservoir for rubberized sealants. This reservoir of material will last longer and make for a better-quality seal. Cracks 1/8" to 3/8" should be ground to a minimum of 1/2" wide by 1/2" deep. Extra cost may apply.

Material Application:

RW rubberized sealant is applied one time only in prepared cracks at a temperature of approx. of 240 degrees Fahrenheit if cracks are deeper than 1/2" sealant will go down and look the crack still open, or the sealer will settle below surface level customer may request a second pass at additional cost.

The Benefits of Asphalt Crack Repair

Fixing cracks before they become potholes is the smartest thing to do—it also saves you money by extending the life of your asphalt.

The key to a good condition Parking Lot is Preventative or Routine Maintenance, and proper [crack sealing](#) installation. [Contact GBR PAVING](#) for the technically trained crew to install it properly and safely.

Sincerely,

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President

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