

ROAD COMMISSION FOR OAKLAND COUNTY

S.A.D. SPECIAL PROVISION FOR HOT APPLIED JOINT SEALANT, SAD

RCOC/SAD:RS

Page 1 of 3

20SAD850D
ORG: 09-12-25

a. Description.

This work shall consist of cleaning, preparing and sealing pavement joints and random cracks. This work shall be done in accordance with Section 502 of the *2020 Michigan Department of Transportation Standard Specifications for Construction*, except as herein provided.

b. Materials.

Materials shall be in accordance with Section 914 of the *2020 M.D.O.T. Standard Specifications for Construction* and as approved by the Engineer. Select hot-poured joint and crack sealant from the Qualified Products List (914.04C HMA Crack Treatment and Overband) for Hot-Poured, Extra Low Modulus, Joint and Crack Sealant, or approved equal.

Roadsaver 515MN - CrafcO, Inc.
Deery 3723 - CrafcO, Inc.
Nuvo Spec 3405 - Maxwell Products
Dura-Fill 3405 - P & T Products
Pure Asphalt 3405 - Pure Asphalt Company, Inc.
CrafcO Fiber Asphalt Sealant 540

c. Construction.

1. Perform the work in accordance with manufacturer's recommendations.
2. Treat primary transverse cracks in the pavement surface using the saw or rout and seal process. Primary longitudinal joints and cracks may be sealed using the overband method only with prior approval of the Engineer.
3. Curbs: Transverse joints and random cracks extending through the curb section shall be cleaned and sealed as directed by the Engineer.
4. Joint and Random Crack Preparation
 - A. The surface of the pavement at the location of the joint or random crack shall be cleaned and vacuumed as determined necessary by the Engineer to remove all dirt and debris. Pavement joint openings and random cracks shall be routed out using a self-powered machine operating a rotary cutter or revolving cutting tool designed to completely remove the old sealer and all foreign matter, reface each side wall of the pavement joint without spalling or otherwise damaging the edges. Random cracks less than 1/2" in width shall be routed out using a self-powered machine designed to cut open and clean the crack to 1/2" width by 3/4" depth. Random cracks greater than 1/2" in width, but less than 1" will not require routing, but shall be thoroughly cleaned prior to sealing in a manner acceptable to the Engineer.
 - B. Remove Old Sealer: Previously sealed open cracks and joints shall be cleaned to new asphalt by routing with the appropriate equipment. The removal of the old joint material from transverse joints shall be done by the use of a plow blade of the proper size and shape attached to a garden tractor as described herein. Cracks and joints shall be cleaned of all impurities to the depth at which the sealant is to be installed.

- C. Routing-Resurfacing: At least one pass shall be made on each side of the transverse joints with a joint cleaning machine equipped with a scarifying head to clean the pavement surface completely to at least one inch each side of the joint groove. The vertical faces of the joint shall then be further cleaned with a wire brush making one pass against each joint wall. In a similar fashion, random cracks shall be routed out to the prescribed width and depth and thoroughly cleaned prior to sealing. When necessary, hand tools shall be used to remove any material not removed by mechanical cleaning. All old material and other debris removed from the transverse joints or random cracks shall be removed from the pavement immediately and disposed of by the contractor in a manner satisfactory to the Engineer.
 - D. Air: Following routing operations, the transverse joints and random cracks will be thoroughly cleaned by means of an air jet under a pressure of not less than 90 psi.
 - E. Drying: After the air compressor operation, all transverse joints and random cracks shall be torch dried to remove any remaining moisture.
 - F. Cleaning: After torch drying and immediately prior to the sealing operation, all transverse joints and random cracks shall be vacuumed to completely remove any loose debris from the joints, cracks and adjoining area.
 - G. Debris Removal: All debris and objectionable material resulting from cleaning operations will be vacuumed from the pavement surface prior to sealing operations.
5. Sealing Pavement Joints and Random Cracks
- A. Pavement joints shall be sealed with an initial application of hot applied sealant applied in a continuous operation to the depth of the backup material. After the sealant has cooled and settled, a second application shall be applied in a continuous operation and shall be tooled with a blunt instrument, within 10 minutes after application, so that the surface of the sealant is slightly concave and approximately 1/4" below the pavement surface. If the work is done in colder months when the pavement is contracted, then the sealant shall be placed approximately 3/8" below the pavement surface.
 - B. Random cracks shall be sealed with an initial application of hot applied sealant applied in a continuous operation to the entire depth of the crack. After the sealant has cooled and settled, a second application shall be applied in a continuous operation and shall be tooled with a blunt instrument, within 10 minutes after application, so that the surface of the sealant is slightly concave and approximately 1/4" below the pavement surface. If the work is done in colder months when the pavement is contracted, then the sealant shall be placed approximately 3/8" below the pavement surface.
 - C. The hot applied joint sealant shall be melted in the heating kettle. Direct heating will not be permitted. Any sealing material heated in excess of the safe heating temperature recommended by the manufacturer shall not be used in the work.
 - D. The hot applied sealing materials shall be applied at the required temperature for application per the manufacturer's recommendations. Heat from a direct flame on the nozzle of the pouring equipment shall not be used to maintain the temperature of the sealing material. Any sealant spilled on the surface of the pavement shall be removed.
 - E. Traffic shall not be permitted over the poured sealant until the sealant has hardened sufficiently to resist pickup (15 to 20 minutes or as needed).

6. Final Cleanup

The work shall not be considered as completed, nor will final payment be made until the area has been restored to a neat, orderly appearance acceptable to the Engineer. Equipment, excess material, rubbish, etc. resulting from the contractor's operation must be removed from the site.

d. Measurement and Payment.

The completed work for preparing, cleaning and sealing pavement joints and cracks including all labor, equipment and materials to complete this work as specified above, shall be measured and paid for at the contract unit price for the following contract items:

Pay Item	Pay Unit
Hot Applied Joint Sealant, SAD.....	Foot
Backer Rod, SAD.....	Foot

Payment for **Hot Applied Joint Sealant, SAD** includes removing and disposing of existing sealers, fillers and/or other foreign material, routing, grinding, cleaning, caulking, and/or sealing and completing the work as specified herein.

Payment for **Backer Rod, SAD** includes all material, labor and equipment to install the backer rod of the appropriate size when necessary on larger joints prior to installation of the hot applied joint sealant. **Backer Rod, SAD** shall be measured and paid for by the length of joint in which it is installed. Different size backer rods will not be paid for separately but shall be included in payment for **Backer Rod, SAD**.

No adjustments in unit price will be allowed for changes in quantities regardless of the percentage of increase or decrease in quantities for cleaning and sealing joints, cleaning and sealing cracks, or for hot applied rubber asphalt sealing compound and backer rod. The work shall be performed at the general road locations specified in the plans or proposal. The quantities shown at the locations in the plans or proposal are approximate only. The Engineer will decide which joints or cracks are to be worked on and can shift or change quantities as needed, and this will be done without a change in unit prices or extra compensation due to the Contractor for the change.

Resealing joints or cracks where material does not adhere will not be paid for. The Contractor will be required to repair the work at a later date as a separate operation at the Contractors expense.

The quantities of proposed joint and crack sealing on this project will be to the extent of the budget.