

RESEARCH REPORT DOCUMENTATION PAGE

1. Report No. MR 97-06	2. Report Date March 1998	3. Contract No. N/A	4. Project No.
5. Title and Subtitle Crafco Experimental Sealant to Level Depressed Cracks and PCCP Spall Repair Material		6. Report Type <i>Click on link to open report</i>	
		7. Project No.	
		8. Project No.	
		9. Project No.	
		10. Project No.	
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12. Performing Organization Name and Address NDDOT M+R <input checked="" type="checkbox"/> North Dakota DOT NDDOT OTHER* <input type="checkbox"/> Materials and Research Division NDSU <input type="checkbox"/> 300 Airport Road UND <input type="checkbox"/> Bismarck ND 58504-6005 UGPTI <input type="checkbox"/> OTHER* <input type="checkbox"/> *see supplementary notes		13. Sponsoring Agency Name and Address North Dakota DOT Materials and Research Division 300 Airport Road Bismarck ND 58504-6005	
14. Supplementary Notes			
15. Abstract <u>Purpose and Need</u> Many transverse cracks in asphalt pavements become depressed. The depressed cracks not only provide a poor ride, but also help to accelerate the further deterioration of the crack. Many sealants have been used to bridge over this depression at the crack with no success. Concrete spall repair has not been effective for any length of time. <u>Objective</u> The objective of this experimental project is to level out depressed transverse cracks in asphalt pavement. A Crafco experimental product called "Poly-Patch" is to be used. This polymer based product is said to have a greater load bearing capacity than other typical rubberized sealants. Crafco has two new products to repair small concrete spalls. One is for warm weather regions and the other is for cold weather regions. These two products will be tested in selected spall areas. <u>Location</u> The "Poly-Patch" used on seven depressed cracks is located on Airport Road northbound from Lee Avenue to Lovett Avenue. The concrete spall repair material was installed in 25 concrete panels on Bismarck's Main Street beginning at Washington Street westward about 500 feet. <u>Scope</u> The cracks were prepared by sandblasting or high pressure air before the crack leveling material was applied to the depressed crack. Special equipment was needed to melt down the "Poly-Patch and the spall repair material. <u>Summary</u> The installation of the "Poly-Patch" material was a slow process. The "Poly-Patch material was difficult to level out at the edges do to the small sized light-weight aggregate in the material. It was applied in two lifts and improved the ride by 90%. For the most part, both the warm and the cold weather materials are performing satisfactorily with only a few small spalls in the material. Some hairline cracks have developed in the material of some of the repaired joint spalls. Some are considered to be reflective cracks. The cold weather material may be performing a little better than the warm weather material. Another evaluation of these test sections is planned during the summer months.			
16. Key Words	17. Distribution Statement No restrictions. This document is available to the public from: North Dakota Department of Transportation Materials and Research Division: 300 Airport Road Bismarck ND 58504-6005 Office: (701) 328-6900 Fax: (701) 328-0310		18. No. of Pages 20
			19. File type/Size Pdf / 1.7 mb