Department of Civil and Environmental Engineering

Ohio Route 50 Joint Sealant Experiment
Phase 1 Construction Report
(1997-98)

Prepared for
Ohio Department of Transportation and
Federal Highway Administration
State Job No.: 14668(0); Contract No.: 8527

March 1999

A.M. Ioannides and I.A. Minkarah (co-Pls)
Bryan K. Hawkins and Jason Sander (Research Assistants)
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by

University of Cincinnati
Cincinnati Infrastructure Institute
Department of Civil and Environmental Engineering
Cincinnati, OH

March 1999

Research Team: A.M. Ioannides and I.A. Minkarah (co-PIs)
Bryan K. Hawkins and Jason Sander (Research Assistants)
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1 INTRODUCTION

1.1 Introduction

Following a 1992 tour of several European countries by a variety of pavement engineers from the United States, a program was formulated by the Federal Highway Administration (FHWA), whose aim is to assess the effectiveness of a number of innovative features, including worthwhile European concepts and practices, in improving rigid pavement performance in this country. The ultimate aim is the design and construction of High Performance Rigid Pavements (HPRP), characterized by the following three attributes:

1. Incorporating innovative design features and materials;
2. Enhancing construction processes so that productivity and quality are simultaneously improved; and
3. Prolonging service life, thereby lowering life cycle costs.

The specific HPRP project described herein is concerned with concrete pavement joint sealants. It is desirable to acquire a better understanding of the performance of various sealant types used in conjunction with a variety of geometric configurations, in order to optimize pavement cost and performance. An equally significant objective of this experiment is to contribute toward an engineering appreciation concerning the necessity of joint sealing in concrete.
pavements. This report documents the first phase of the construction of a joint sealant test site near Athens, OH during the 1997-98 construction season.

1.2 Problem Statement

Since the early 1940s, joint sealants have been an integral part of practically all jointed plain concrete pavements (JPCP) or jointed reinforced concrete pavements (JRCP). Previous studies in Ohio and elsewhere have demonstrated that joint sealing techniques may make a significant contribution to the performance of such pavements. Sealants are considered to provide protection to the pavement in two important ways. First, by sealing joints, infiltration of moisture into the pavement base and subgrade is reduced. Such moisture would otherwise lead to softening, pumping, and erosion of these layers, resulting in joint faulting and corner breaks in the slab. Secondly, the sealing of joints prevents incompressible materials, such as small stones, from entering the joints and becoming lodged. Such incompressibles can inhibit thermal slab movement, increasing the stresses in pavement slabs and leading to joint spalling and transverse cracking.

Serious consideration, however, must be given to the practical aspects of joint sealing in concrete pavements if the sealant is to work effectively. Most importantly, the process of sealing joints requires careful and experienced installation and inspection. The joint must be washed, sandblasted, and cleaned before the backer rod and sealant are applied, in order to prepare vertical, intact and clean bonding surfaces that are dry and free of contaminants. If proper construction procedures are not followed carefully, the sealant may not form a good bond with
the concrete slab and infiltrating moisture may not be reduced as effectively. Improperly installed sealants are also subject to premature deterioration from weather and traffic. If the sealants are installed too low from the pavement surface, incompressibles are likely to enter the joint openings. Conversely, if installed at or slightly above the pavement surface, vehicle tires are likely to damage or destroy the sealant. The sealant must also be installed under suitable weather conditions, with virtually no moisture present in any form. In addition, if the temperature is at or below $4^\circ$C ($40^\circ$F) during joint sealing, additional precautions must be taken. Given the stringency of cleaning and installation procedures, it is advisable to have someone inspecting these operations as they proceed. Without such inspection, a great deal of effort and money could be wasted on ineffective seals.

The economics of sealing joints is another consideration. Joint sealing accounts for considerable expense during the construction of new pavements, and there is a need to determine the economic benefits, if any, this operation provides. The experiment described in this Report is intended to address this issue and to generate practical conclusions in the context of the on-going debate over the cost-effectiveness of sealing joints.

Another expected contribution of this project pertains to its location in the Wet-Freeze Zone. This is one of the major climatic zones of the United States, yet it is not represented in the on-going Strategic Highway Research Program (SHRP) SPS-4 experiment, developed to answer questions about joint sealing effectiveness, materials, and methods. It is, therefore, desirable to add a test site in this climatic region so that the effects unique to the region can be assessed directly. Information from the Athens, OH site along with results from other SPS-4 sites, will allow a more complete analysis of the role of joint sealing in pavements.
1.3 Project Objectives

The experimental design for this project was developed in 1997 by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT). It involves the construction of an experimental stretch of pavement, which will provide data for the evaluation of the performance of various joint seals and joint configurations. Unsealed control sections are also included. In constructing the test sections, the following objectives were established:

(a) To assess the effectiveness of a variety of joint sealing practices employed after the initial sawing of joints, and to examine their repercussions in terms of reduced construction time and life cycle costs;

(b) To identify those materials and procedures that are most cost effective; and

(c) To determine the effect of joint sealing techniques on pavement performance.

1.4 Project Location and Description

The test site under investigation is a 10.5-km (6.5-mile), four-lane divided highway constructed along a stretch of US Route 50 in Athens County, OH. Figure 1.1 illustrates the specific location of the project. This new four-lane highway has a twenty year design period, with current (1993) average daily traffic (ADT) of 7820 and design year (2013) ADT of 10950 (ODOT, 1995a). The eastbound lanes were constructed during the first construction phase.
(1997-98 season), while traffic was served by the existing highway pavement, which comprises only two 3.7-m (12-ft) lanes. Upon completion, traffic was diverted onto the newly constructed pavement, to permit the reconstruction of the existing lanes. The existing two lanes will be torn out during the second construction phase (1998-99 season), to be replaced with new construction, which will form the westbound lanes of the new highway.

The project is located in the Wet-Freeze climatic zone. The local mean annual precipitation is 1-m (40 in.); while the mean annual snowfall is 620-mm (24 in.). The mean monthly average temperature is 12°C (53°F), with a low average monthly temperature of 0°C (32°F), and a high average monthly temperature of 24°C (75°F). This information is from Climatic Atlas of the United States (1983), and is based on thirty years of collected data.

The new pavement cross-section consists of a 250-mm (10-in.) plain, jointed, wire-reinforced Portland cement concrete (PCC) slab (Item 451), placed over a 100-mm (4-in.) crushed aggregate, well-graded, free-draining base layer (Special Item: “New Jersey base”), constructed over a 150-mm (6-in.) crushed aggregate subbase (Item 304), resting over the predominantly silty clay local subgrade. Figures 1.2 and 1.3 show the cross-section of the proposed test sections. Appendix A provides ODOT (1994; 1995b) construction specifications concerning the proposed pavement.

The new highway consists of two 3.7-m (12-ft) wide lanes in each direction, incorporating tied PCC shoulders of variable width. The shoulders are 3-m (10-ft) wide on the outer side, and 1.2-m (4-ft) wide on the inner side (adjoining the median). Transverse joints perpendicular to the direction of traffic are provided at 6.4-m (21-ft) spacing. Epoxy-coated steel dowels of 38 mm (1.5 in.) in diameter, and 460 mm (18 in.) in length, supported on baskets, are installed on 305-
mm (12-in.) centers, beginning 150 mm (6 in.) from the longitudinal joint. The longitudinal centerline joint is tied with 16-mm (5/8-in.) round, deformed bars with a length of 760 mm (30 in.) and spaced at 760 mm (30 in.), center-to-center. These specifications are in accordance with the ODOT (1994) Standard Construction Drawings, which are also included in Appendix A.

1.5 Preliminary Literature Survey

A preliminary literature review on the subject of joint sealing reveals that similar conclusions are generally reached by most authors. First, there is a consensus as to the purpose of joint sealing, namely to minimize moisture infiltration into the pavement system and to keep incompressible debris from accumulating in the joints. The detrimental effects of the presence of excess moisture within any of the pavement layers, including those of the subgrade, are well documented. The multiplicity of associated distresses suggests that providing effective means of protection against the infiltration of moisture and for expeditious drainage are significant if often ignored pavement design considerations. Unfortunately, it is not practical to construct and maintain a completely water-tight pavement system. Consequently, joint sealants are currently used in highway pavements in order to minimize passage of surface water through joints and cracks, in conjunction with a permeable subbase designed to remove water from the pavement system (Voigt, 1997). This leads to the question of whether both these lines of defense are necessary, or whether it might be more cost effective not to seal the joints, and to rely instead on the permeable subbase and on other associated subsurface drainage features to remove the water. The answer to this question has been the subject of increasing controversy in the United States in
recent years.

In a survey of state highway agencies, the following philosophies on drainage were recorded. Thirty states strive to seal pavements as well as possible, while also attempting to control the water through use of a drainage layer, other subsurface drainage, or both. Nine states try to seal the pavement as well as possible, but are not concerned with subsurface drainage. The remaining eleven states take the position that water will inevitably enter the pavement system, and seek only to control it through use of a drainage layer, other subsurface drainage, or both, rather than relying on the effectiveness of joint sealants. Only one of these eleven states, Wisconsin, dispenses with joint sealing entirely (McGhee, 1995).

If joint sealing is to be effective as a means of preventing excess moisture from infiltrating the pavement system, the preparation of the joint and installation techniques appropriate to each sealant type are of primary importance. Perhaps the biggest obstacle that must be overcome when installing any pavement joint seal is making sure that the joint is both clean and dry prior to installing the seal (Nee and Klosowski, 1997). Manufacturer specifications for the cleaning of joints and installation of each product should be followed closely. It is also advisable to have someone present for the inspection of the joint sealing procedures, which usually involve flushing the joint with high water pressure equipment, sandblasting both faces of the joint, and cleaning with compressed air prior to sealant installation. Forensic investigations have led to the identification of the most likely causes of pavement seal problems, a list of which is given below (Nee and Klosowski, 1997):

1. Climatic conditions before, during, and immediately following sealant installation;
2. The sealant itself, i.e., either less than ideal product properties or the wrong sealant for the application;

3. Deficient installation practices;

4. Incompatibility of the sealant with underlying pavement layers or the environment.

In view of the significant variability encountered during highway pavement construction, an intensive inspection program during the joint preparation and installation of joint seals is essential for ensuring that the effort and money invested in such procedures are not wasted on ineffective seals. If pavement seals are to provide significant protection to a pavement system, this will depend primarily on how carefully and correctly the sealant is installed.
Fig. 1.1 Location of construction project
Fig. 1.2 Typical cross-section of highway
Fig. 1.3 Typical cross-section details
2 EXPERIMENTAL PLAN

2.1 General

This research experiment involves the installation of various joint sealants in the transverse joints of a newly constructed PCC pavement. Fifteen material-joint configurations are used in the experiment. The purpose of these pavement test sections is to complement similar sections constructed in other states under the SHRP SPS-4 experiment.

2.2 Test Sections

Between Sta 154+00 and 290+00 in the eastbound direction and between Sta 133+60 and 290+00 in the westbound direction, the pavement is divided into fifteen test sections, each section typically being 180 m (600 ft) in length. The stretch from Sta 231+00 to 260+00 corresponds to the location of the batch plant and of the headquarters of the project contractor (Kokosing Construction Company, Inc.). Due to expected truck traffic, this stretch is excluded from the test sections. Each test section will incorporate about thirty joints. The experimental design calls for two replicates of each of fifteen chosen material-joint configuration combinations. Two of these combinations involve unsealed joints. In each case, one replicate is in the eastbound lanes, constructed in the 1997-98 construction season, and the other in the westbound lanes, to be constructed in the 1998-99 construction season. The joint configuration details are numbered one
2.3 Changes in Experimental Plan

The original experiment plan for the eastbound lanes, as outlined in the proposal submitted to ODOT by the University of Cincinnati research team, is shown in Table 2.1. This includes sealant materials, start and end stations, and joint configuration numbers. Several changes have been made, however, to this plan. Two test sections, from Sta 154+00 to 160+00 in the eastbound and from Sta 133+60 to 139+60 in the westbound lanes, have been added, to be sealed using the TechStar W-050 compression seal in joint configuration number 5. Two of the sealants designated in the proposal are no longer manufactured. These sealants, Mobay Baysilone 960-SL self-leveling silicone and Dow 888-SL self-leveling silicone, were replaced with Crafco 903-SL self-leveling silicone and Dow 888 non-sag silicone, respectively. During the construction of the eastbound lanes in the 1997-98 season, however, the Mobay Baysilone 960-SL was actually replaced instead by the Crafco 902 non-sag silicone sealant between Sta 200+00 and 206+00. The University of Cincinnati research team has been unable to determine the reason for this substitution. Table 2.2 presents the ‘as constructed’ matrix of sealant materials, start and end stations, and joint configuration numbers for the test sections in the eastbound lanes.
2.4 Joint Sealants

Nine different joint sealants are used in the test sections, in addition to those intentionally left unsealed. Of the nine sealant types, two are single component, hot-applied sealants, four are silicone sealants, and three are pre-formed compression seals. Product literature obtained from the various sealant manufacturers is assembled in Appendix B.

The two hot-applied sealants are both manufactured by Crafco Inc. of Chandler, AZ. The first is the Crafco Superseal 444/777, a fuel resistant sealant specifically intended for sealing PCC pavements in moderate to hot climates. This sealant is initially liquid and is poured into a melter application unit, which heats the sealant to the application temperature. The sealant is then applied to prepared joints. Joint preparation includes flushing with water, sandblasting both faces of the joint, and cleaning with compressed air. The product data sheet included in Appendix B advises that this sealant is not to be used in asphalt concrete (AC) pavements or extreme jet blast areas, and should only be applied when ambient air temperature is between 10°C (50°F) and 32°C (90°F).

The second hot-applied sealant used is the Crafco Roadsaver 221. This petroleum-based pavement crack and joint sealant can be used in both AC and PCC pavements and is intended for use in moderate to cooler climates. It is initially in solid block form, and is heated before application using either a pressure feed melter applicator unit or a pour pot. The product data sheet recommends that application should be at pavement temperatures of 4°C (40°F) or higher, and that the joint should be shaped so that the sealant reservoir depth-to-width ratio does not exceed 2:1. It is also stated that “for best performance, cracks or joints should be cleaned using
appropriate routing, brushing, or blowing operations to provide intact bonding surfaces which are free from all dust, moisture, or other contaminants.”

Of the four silicone sealants used, two are manufactured by Crafco, Inc. of Chandler, AZ. The first is the Roadsaver Silicone SL (Crafco 903-SL), a self-leveling, jet-blast resistant, silicone sealant that can be used in all climates. The product data sheet claims that it maintains field serviceability when exposed to intermittent fuel and oil spills, and is designed to be used in all types of concrete pavement joint applications. It is applied using a bulk dispensing system unit, requires no tooling nor the use of primers, and is able to seal joints in “green” concrete, i.e., at a relatively early stage of curing. Joint preparation includes flushing with water, sandblasting both faces of the joint, and cleaning with compressed air.

The second silicone joint sealant manufactured by Crafco, Inc. is the Roadsaver Silicone Sealant (also called Crafco 902). This is a low modulus, non-sag silicone sealant intended for use in PCC pavements. It possesses the same qualities as the Crafco 903-SL, except that it is not self-leveling but must be tooled to ensure adequate contact and adhesion with the joint walls. As noted earlier, this sealant was not included in the original plan for this experiment.

The other two silicone sealants used are manufactured by Dow Corning Corporation of Midland, MI. The first is the Dow 888, a one-part, cold-applied silicone joint sealant designed for use in PCC pavement applications. It requires no use of primers and is virtually unaffected by sunlight, rain, snow, ozone or temperature extremes. The product data sheet recommends that the sealant should not be applied to damp concrete or installed in inclement weather. Since it is a non-sag silicone sealant, it must be tooled to ensure adequate contact and adhesion to an appropriate depth. It is applied directly from a bulk container into the joint by hand or with an
air-powered pump.

The last silicone sealant is the self-leveling, one-part, cold-applied Dow 890-SL, designed to be used in both AC and PCC pavements. It requires no use of primers and is resistant to climatic extremes. It has the same restriction as the Dow 888, i.e., it should not be applied if moisture is present in any form. Since it is self-leveling, it requires no tooling and is applied using a hand or air-powered pump.

Turning now to the compression seals included in this experiment, the Delastic V-687 compression seal is manufactured by The D.S. Brown Company of North Baltimore, OH and has a width of 17.5-mm (1 1/16-in.). It is a preformed Neoprene compression seal and is installed with the help of an adhesive lubricant, either by hand or with the help of an installation machine. The data sheet advises that the seal must be installed with 3% or less stretch to prevent premature failure. Joint preparation recommendations call for washing the joint with water and cleaning it with compressed air. Sandblasting may sometimes be called for, as well. Preparation procedures also require that the joint face must be perpendicular to the surface of the pavement and that any spalling must be repaired prior to sealant installation. The data sheet on this product calls for inspection during installation of the percent stretch of the seal, and of the depth of the seal, as well as for visual inspection for any twists, cuts, pop-ups, etc.

The TechStar W-050 W-Seal is manufactured by TechStar, Inc. of Findlay, OH. This seal is made of Santoprene thermoplastic and is installed after a TechStar adhesive has been applied to the joint. The seal is initially flat but it is folded as it is fed into an installation tool, which inserts the seal into the adhesive-lined joint. Information provided by the manufacturer claims that this seal is stretch-proof and requires less recess from the pavement surface than other seals.
Installation procedures recommended include air blowing the joints and applying the adhesive to the vertical surfaces of the joints.

The final compression seal used is manufactured by *Watson Bowman Acme* of Amherst, NY. In the eastbound lanes, the experimental plan called for the WB-687 compression seal, whereas in the westbound lanes the WB-812 was called for. These are preformed neoprene compression seals, distinguished mainly in their width and height dimensions: the WB-687 is 17 mm (11/16 in.) wide by 17 mm (11/16 in.) high, whereas the WB-812 is 21 mm (13/16 in.) wide by 22 mm (7/8 in.) high (see Appendix B). The recommended installation procedures include cleaning the joint with compressed air and applying BonLastic adhesive to the inner faces of the joint. The sealant is then to be placed along the joint and compressed into place to the desired depth.

### 2.5 Joint Configurations

Six joint configurations are used in this experiment, as shown in Fig. 2.1. The initial sawcut for joint configurations 1 through 5 is specified as 83 mm (3-1/4 in.) deep and 3 mm (1/8 in.) wide. Of these, joint configurations 2 and 4 receive no secondary cut: joint configuration 2 is left unsealed in the control sections, and joint configuration 4 is filled with a 6-mm (1/4-in.) backer rod and 5 mm (3/16 in.) to 8 mm (5/16 in.) of self-leveling silicone sealant. Joint configuration 1 has a secondary cut, 10 mm (3/8 in.) wide and 38 mm (1-1/2 in.) deep. This is designed to accommodate the 13-mm (1/2-in.) backer rod and 6 to 10-mm (1/4 to 3/8-in.) of hot pour or silicone sealant material. Joint configuration 3 has a secondary cut, 6 mm (1/4 in.) wide...
and 25 mm (1 in.) deep, to accommodate an 8-mm (5/16 in.) backer rod and 6 to 10 mm (1/4 to 3/8 in.) of self-leveling silicone sealant material. Joint configuration 5 has a 9.5-mm (3/8-in.) wide by 38-mm (1-1/2-in.) deep secondary cut to accommodate a compression seal. The initial cut for joint configuration 6 is 6 mm (1/4 in.) wide and 83 mm (3-1/4 in.) deep. This configuration receives no secondary cut and is left unsealed. All joint configurations have a +/- 2-mm (1/16-in.) tolerance on width; joint configurations 1, 3, and 4, in which backer rods are inserted, require a 6- to 10-mm (1/4 to 3/8-in.) recess between the top of the sealant and the surface of the pavement, to avoid contact of vehicle tires with the silicone seals.

2.6 Joint Specifications

Specifications for the preparation of joints and installation of sealants are provided under Section 451.13 of the 1995 ODOT *Construction and Material Specifications* Manual (ODOT, 1995b). Section 451.08 of the same Manual gives specifications for the sawing of joints; specific guidelines for the installation of each product, including the use of backer rod, are provided in Section 705. These guidelines are reproduced in Appendix A. All requirements specified for sealing transverse joints in the PCC slab (Item 451) per ODOT (1995b) and Standard Drawing BP-2.2 (ODOT, 1994) are applicable, modified in accordance with the experimental plan in Table 2.2. The backer rod is to meet the requirements of Section 705.02 of ODOT (1995b), except that the diameter is to be as shown in Fig. 2.1. Joint sealants are to be installed in accordance with the manufacturers' recommendations in joints whose dimensions are to be as shown in Fig. 2.1.
Table 2.1 Original experimental plan (eastbound lanes)

<table>
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<tr>
<th>Sealant Material</th>
<th>Begin Station</th>
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<th>Joint Configuration</th>
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<tr>
<td>No sealant</td>
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<td>166+00</td>
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<tr>
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<td>194+00</td>
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<td>Watson Bowman WB-687 compression seal</td>
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<td>219+00</td>
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<td>Dow 888 non-sag silicone</td>
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Table 2.2  Sealant material, location and joint configuration for eastbound lanes (as constructed)

<table>
<thead>
<tr>
<th>Sealant Material</th>
<th>Begin Station</th>
<th>End Station</th>
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<tr>
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<td>206+00</td>
<td>213+00</td>
<td>4</td>
</tr>
<tr>
<td>Dow 890-SL self-leveling silicone</td>
<td>213+00</td>
<td>219+00</td>
<td>4</td>
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<tr>
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<td>219+00</td>
<td>225+00</td>
<td>2</td>
</tr>
<tr>
<td>Delastic V-687 compression seal</td>
<td>225+00</td>
<td>231+00</td>
<td>5</td>
</tr>
<tr>
<td>Crafco 221 hot pour</td>
<td>260+00</td>
<td>266+00</td>
<td>1</td>
</tr>
<tr>
<td>Dow 890-SL self leveling silicone</td>
<td>266+00</td>
<td>272+00</td>
<td>1</td>
</tr>
<tr>
<td>Dow 888 non-sag silicone³</td>
<td>272+00</td>
<td>284+00</td>
<td>1</td>
</tr>
<tr>
<td>Dow 888 non-sag silicone</td>
<td>284+00</td>
<td>290+00</td>
<td>1</td>
</tr>
</tbody>
</table>

¹ This section was added to the test sections after the initial proposal.
² This section was originally to be sealed with Mobay Baysilone 960-SL. This product is no longer manufactured, however, and the revised plan calls for this section to be sealed with Crafco 903-SL. As constructed, the section was actually sealed with Crafco 902, a non-sag silicone sealant, for reasons unknown to the research team.
³ This section was originally to be sealed with Dow 888-SL, which is no longer manufactured.
Fig. 2.1 Joint configuration details
3 CONSTRUCTION OF EASTBOUND LANES

3.1 Construction Procedures

3.1.1 General Overview

Construction of the new eastbound lanes began on June 3, 1997, following a ground-breaking ceremony reported in the local press (Fig. 3.1). Placement of the PCC slab in the test sections took place between 10/11/97 and 10/22/97, with initial saw cuts made a few hours after paving, as soon as the slab was capable of supporting the saw. Secondary saw cuts were made a day or two before joint sealing, which occurred from the end of October through early November, 1997.

*Kokosing Construction Company, Inc.* was responsible for all construction procedures, which included subgrade preparation; subbase, base and PCC slab placement; sawing and cleaning of joints; and installation of backer rods and sealants. Each of these tasks is described below.

3.1.2 Subgrade Preparation

Compaction specifications are found in Sections 203.12 and 203.13 of the ODOT (1995b) Manual, and are reproduced in Appendix A. As noted earlier, the subgrade encountered in this area is mostly a brown and gray silty clay, AASHTO classification A-6(11) and A-7-6(15), with some sand and gravel. The contract for this project calls for
the upper 0.3 m (1 ft) of subgrade to be compacted and brought to grade. The minimum compaction requirement was 100% of the standard Proctor maximum dry unit weight (AASHTO T-99). A Troxler Nuclear Density Gage was used by ODOT technicians to measure the in situ soil unit weight and water content.

3.1.3 Subbase Placement

The subbase consists of a 150-mm (6-in.) lift of crushed, well-graded aggregate (Item 304), purchased from a local coal strip mine. Pertinent specifications are those for aggregate bases, found in Section 304 of the ODOT Manual (1995b) and reproduced in Appendix A. In order to determine the compaction characteristics of the subbase material used in this Project, a test section 30 m (100 ft) long by 2.5 m (8 ft) wide was first placed and compacted. A series of measurements of in situ density and moisture content was made using a nuclear density gage, as additional water was added incrementally and the section was compacted further. This process was continued until a curve was obtained yielding optimum moisture content and maximum density. The minimum compaction requirement was then set at 98% of the maximum density value obtained in this manner.

The subbase was compacted using a single, smooth drum vibratory roller with a static weight of 3.6 tonnes (4 tons). To prevent the migration of fines into the overlying base layer, a bituminous prime coat (Item 408) was applied to the top of the compacted subbase at 1.8 L/m² (0.4 gal/yd²). This application rate, however, made the subbase so soft that 24 hours had to pass before work could continue on top of this layer. A lower rate of application may, therefore, be used during the construction of the westbound lanes.
A 100-mm (4-in.) pipe underdrain was installed through the subbase layer, as shown in the pavement cross-section of Fig. 1.3.

3.1.4 Base Placement

The base is of the “New Jersey” type, consisting of a single 100-mm (4-in.) lift of crushed, well-graded, free-draining aggregate. Pertinent specifications are those for aggregate bases (Item 304) provided in the ODOT Manual (1995b) and reproduced in Appendix A. The aggregate material used in this Project was spread with a paver in order to minimize segregation, and was compacted to the level specified by ODOT using a smooth drum roller without vibration. A procedure similar to that used for the subbase, involving the construction of a test section to determine maximum density and moisture content, was employed. A 100-mm (4-in.) shallow pipe underdrain utilizing filter fabric was installed through this layer. This detail is shown in Fig. 1.3.

3.1.5 PCC Slab Placement

The mix design for the PCC slab was developed by the contractor, and called for the following material quantities: 245 kg/m³ (412 lb/yd³) of Type I cement, 82 kg/m³ (138 lb/yd³) of blast furnace slag, 823 kg/m³ (1386 lb/yd³) of river sand with a bulk specific gravity (BSG) of 2.61, and 789 kg/m³ (1329 lb/yd³) of #8 gravel with a BSG of 2.57. The water/cement (w/c) ratio used was 0.438. The #8 gravel was used because the #57 gravel originally considered did not pass the freeze-thaw (F-T) test for this area. The slab was
placed using slipform construction in accordance with ODOT (1995b) specification 451.03, reproduced in Appendix A. The concrete mix was monitored at the paver, where necessary corrections were formulated and relayed back to the batch plant. It was generally necessary to add aggregate and sand to keep the mix at the desirable slump and consistency. Testing performed by ODOT technicians consisted of in situ slump tests and laboratory tests on beams cast in the field. The specified strength of these beams was a modulus of rupture of 4.2 MPa (600 psi), under a third-point loading test.

3.1.6 Joint Sawing

Initial saw cutting took place several hours after the paving operations, as soon as the concrete had developed enough strength to support the Soff-Cut G2000 saw. The widening cut was made with a 65-HP Core Cut saw, typically one day before sealant installation.

3.1.7 Joint Cleaning

Following joint widening, the joints were cleaned with pressurized water and air. Joints were first flushed clean with water at 14 MPa (2000 psi), then air-blasted at 0.7 MPa (100 psi), before being allowed to dry.

3.1.8 Backer Rod Installation

The backer rod was installed into those cleaned joints that were to be sealed with silicone or hot-applied sealants, after such joints had been allowed to dry, typically
overnight. Backer rod sizes of 6, 8 and 13 mm (1/4, 5/16 and ½ in.) were used, depending on the joint configuration. Typically, the backer rod was 3 mm (1/8 in.) larger than the joint opening. The backer rod was laid out across the pavement surface and rolled into place using a special hand tool.

3.1.9 Joint Sealing

Joint sealing took place after the joint had been cleaned and dried, and, if required, the backer rod had been installed. Air-blasting at 0.7 MPa (100 psi) was repeated immediately before sealing to remove any debris that could have accumulated since the first cleaning.

The silicone sealants were all placed under pressure using a joint sealant pump mounted to the back of a truck. The non-sag silicone sealants were tooled into place using a piece of rubber tubing.

The Delastic and Watson Bowman compression seals were installed using a motor-powered machine, which also applied an adhesive lubricant (ChemMasters 105) to the joint opening. When problems with the machine were encountered, however, hand installation was used, during which the workers coated the seal with the adhesive lubricant, and fed it into the joint opening.

Prior to installing the TechStar W-050 seal, the sides of the joint were coated with a TechStar adhesive. The seal was then folded and fed into the mouth of a hand installation tool that fed it into the joint. Figures from the product literature for this seal, reproduced in Appendix B, detail the TechStar installation procedure.
3.2 Construction Problems

As a result of prevailing cold temperatures, it was sometimes found that the concrete had not set up uniformly through the concrete slab thickness by the time the original joint cut was made. This resulted in considerable joint spalling. It appeared that the concrete was setting from the bottom up, since the underside of the slab was warmer than its top, and some shrinkage cracks had been initiated prior to the initial cut. Subsequently, a lighter saw was used, which enabled the crew to make the cuts as specified. A number of short sections in which premature shrinkage cracks had formed prior to the first saw-cut, or in which excessive joint spalling developed were removed and replaced after the concrete had cured.
Route 50 landowners take part in ceremonial groundbreaking

By TERESE SMITH
Messenger staff writer

Construction of the latest phase of the Route 50 widening "represents a commitment to this corridor and to the growth and development ofSoutheastern Ohio," according to Jerry Wray, director of the Ohio Department of Transportation.

Wray spoke at a groundbreaking ceremony held Tuesday at Dow Lake.

"Projects like this one bring with them a promise of economic development," Wray said.

Construction has started on a seven-mile stretch of Route 50 between Athens and Guaysville. The project, the second of four phases to widen Route 50 to four lanes, will cost $29 million and is the largest project ODOT's District 10 has taken on.

An official groundbreaking was held even though construction is already under way. People whose property is affected by the project participated in the ceremony.

Lt. Governor Nancy Hollister, a former mayor of Marietta, also attended.

"When you see those orange barrels and orange cones, that's progress," Hollister said. "This project is very important to me...I drive this road at least once a week."

"The benefits of this project will be seen for generations to come," Hollister said.

Construction is expected to be completed in October 1998. The section from Coolville to Fought's Auto Sales should be completed this August. The two remaining sections will be bid out over the next two years, and the entire project should be finished around 2001.

"We have spent a lot of long hours and a lot of work to get here," ODOT Deputy Director John Dowler said.

Construction engineer Paul Hoffmann said that ODOT will replace a wetlands that must be eliminated by the construction, and the state is doing all it can to preserve the ecology of the area.

Dowler said that in addition to the seven miles of highway, four miles of frontage road also will be built along the corridor.

"We don't want to build a development road and leave the land unable to be developed," Dowler said.

Fig. 3.1 Local press coverage of new highway construction
4 PERFORMANCE OF TEST SECTIONS TO DATE

4.1 General

Joint sealant experiments require a rather lengthy evaluation period, sometimes exceeding ten years. Consequently, the evaluation presented herein is naturally limited. Performance evaluation to date includes a profilometer analysis of the pavement surface and a visual inspection of the test sections in the eastbound lanes.

4.2 Profilometer Analysis

On June 10, 1998 a pavement surface profile reflecting the current condition of the test sections in the newly constructed eastbound lanes was recorded using ODOT's Inertial Profilometer, Model 690DNC. This test machine is capable of making profile measurements at speeds between 16 and 113 km/hr (10 and 70 mile/hr). The profile of the test sections was recorded in intervals of 16 m (0.01 mile). The profilometer produced results in terms of Mays Number (MAYS), Present Serviceability Index (PSI), left wheel-track International Roughness Index (IRIlf), right wheel-track International Roughness Index (IRIrt), and an average of both values of International Roughness Index (IRIbh). The print-out of the results, along with information on the profilometer equipment itself, is presented in Appendix C. In measuring the test section profile in the eastbound lanes, six
runs were made. Of these, three “up” runs (from west to east) were made beginning at the start (Sta 154+00) and terminating at the end of the test sections (290+00), along the outer (driving) lane. Three additional “down” runs were also made, in the opposite (east to west) direction, following the inner (passing) lane.

Table 4.1 presents the results of a statistical analysis of the profilometer data collected. These results reflect the initial condition of the roadway surface, and may be useful in providing a suitable basis for future comparisons.

### 4.3 Visual Inspection of Condition of Test Sections in Eastbound Lanes

On October 29, 1998 the University of Cincinnati research team accompanied by Mr Lynn Evans, of *ERES Consultants, Inc.*, conducted a visual inspection of the condition of the test sections in the eastbound lanes, from Sta 154+00 to Sta 290+00. Since the pavement was under considerable traffic at the time, the inspection was conducted from the shoulder adjacent to the outer (driving) lane. The air temperature was 21°C (70°F) under partly cloudy weather conditions. The following observations were recorded.

#### 4.3.1 TechStar W-050 (Sta 154+00 to 160+00)

This seal was generally in good condition, but exhibited a permanent bulge along its centerline due to summer joint width reduction. At the approach and leave of this bulge, some cohesive distress was noted, along with occasional adhesion failure. It was estimated that 1 to 3% of the total joint length had either adhesion or cohesion failure.
The sealant appeared to be recessed from the pavement surface about 3 mm (1/8 in.), avoiding significant exposure to traffic.

4.3.2 No Seal (Sta 160+00 to 166+00)

These unsealed joints appeared to be in good condition. On the pavement shoulder, small stones and debris filled the transverse joints to the top, while in the traffic lanes, these stones and debris were typically recessed 25 to 50 mm (1 to 2 in.). It was noted that grass was beginning to grow in the traffic lane joints at some locations. The actual joint width appeared to be greater than the design width.

4.3.3 Dow 890-SL (Sta 166+00 to 172+00)

Typical recess for the sealant in this section was 0 to 3 mm (1/8 in.), with 5% of the seal length estimated to be exposed to direct tire traffic. This had led to adhesion failure in an estimated 1% of the joint length. In one joint, the backer rod appeared to have been installed incorrectly, resulting in sunken sealant and the appearance of cohesion failure.

4.3.4 Crafco 444 (Sta 172+00 to 188+00)

This jet fuel resistant, hot applied sealant appeared to be soft and resilient. Joint sealant recess typically ranged from 3 to 6 mm (1/8 to 1/4 in.). Evident in the sealant surface were small bubbles, commonly created during sealant installation; their frequency was about 1 to 5 bubbles per cm (2 to 10 bubbles per in.). It was estimated that 20 to
25% of the joint length had developed partial-depth adhesion loss, and that full depth adhesion failure occurred in 5 to 10% of the joint length.

4.3.5  **Crafco 903-SL (Sta 188+00 to 194+00)**

The sealant in this section was typically recessed 3 to 6 mm (1/8 to 1/4 in.) below the pavement surface, except within 75 to 150 mm (3 to 6 in.) from the shoulder edge, where it was exposed to traffic. The sealant was in good condition with less than about 2% adhesion distress or failure, with the exception of one joint which exhibited about 20% adhesion failure.

4.3.6  **Watson Bowman WB-687 (Sta 194+00 to 200+00)**

No problems were observed with the seal in this section. The seal was typically recessed 6 to 10 mm (1/4 to 1/2 in.), avoiding traffic tire contact. The presence of excess lubricant/adhesive on the pavement surface reflects the fact that the seal was placed by hand.

4.3.7  **Crafco 902 (Sta 200+00 to 206+00)**

This non-sag silicone sealant appeared to be in good condition and exhibited no problems during this review. The sealant was typically recessed 3 to 6 mm (1/8 to 1/4 in.), slightly less than optimal, but showed no signs of adhesion problems.
4.3.8 Crafco 903-SL (Sta 206+00 to 213+00)

The condition of these seals was rather poor, suggesting a number of construction problems. Many of them were inadequately recessed, showing signs of wear due to exposure to traffic along about 90% of the joint length. About 80% of the joint length had already developed partial-depth adhesion loss, and about 5 to 10% of the length exhibited full-depth adhesion failure. It appears likely that the recommended procedures of installing the sealant up from the bottom of the joint to avoid trapping air bubbles in the joint and of maintaining adequate recess were not followed with adequate stringency. The nozzle used may have been too wide to allow its insertion into the joint during sealant delivery, resulting in overfilled joints.

4.3.9 Dow 890-SL (Sta 213+00 to 219+00)

Insufficient recess was also a large problem with this section. It was estimated that about 90% of the seal length was exposed to traffic wear, resulting in partial-depth adhesion loss along about 5 to 10% of the joint length.

4.3.10 No Seal (Sta 219+00 to 225+00)

No problems were noted in this section. These joints were originally cut using a Soff-Cut sawing system, with no additional cut made. The shallow, narrow joints resulting from this procedure may serve to reduce stone and debris infiltration and improve the performance of these joints.
4.3.11 Delastic V-687 (Sta 225+00 to 231+00)

The compression seal in this section was noted to be in very good condition. Adequate sealant recess, 6 to 9 mm (1/4 to 3/8 in.), was observed and the seal remained tight and untwisted against the joint walls. Adhesive lubricant stains on the pavement surface reflect the fact that these seals were installed by hand.

4.3.12 Crafco 221 (Sta 260+00 to 266+00)

Like the Crafco 444, this hot-applied sealant was found to be soft and resilient at the prevailing temperature; bubbles were evident in the sealant surface, possibly reflecting low amounts of sealant in the melter-applicator or moist joint surfaces at the time of installation. The sealant was noted to be recessed approximately 3 mm (1/8 in.), and partial-depth adhesion loss was estimated along 5% of the joint length. Full-depth adhesion failure was estimated along 1% of the joint length.

4.3.13 Dow 890-SL (Sta 266+00 to 272+00)

The sealant in this section was performing well, despite the fact that it was inadequately recessed, at 0 to 3 mm (1/8 in.). It was noted that approximately 40% of the seal surface was exposed to traffic wear, yet only about 1% of adhesion loss seemed to have developed. Ordinarily, exposed seals are expected to develop significant adhesion failure.
4.3.14 Dow 888 (Sta 272+00 to 290+00)

Good performance was noted for the silicone sealant in this section. Joint sealant recess of about 6 mm (1/4 in.) was observed and only 1 to 2% partial- and full-depth adhesion loss was estimated.
Table 4.1  Statistical analysis of the profilometer data

<table>
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<td>IRlt</td>
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a) Average of the values for all three passes in the driving lane (start to end)

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<th></th>
<th></th>
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</thead>
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<td>PSI</td>
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<td>4.658</td>
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</table>

b) Average of the values for all three passes in the passing lane (end to start)

c) Averages for each test section for all six passes
This research experiment is conducted to gain a better understanding of the role of joint sealing in newly-constructed concrete pavements. This report documents the first phase of the construction operations conducted during the 1997-98 season, involving the eastbound lanes of US Route 50 near Athens, OH. Kokosing Construction Company, Inc. is responsible for the performance of all operations relevant to this experiment, including subgrade preparation; subbase, base and PCC slab placement; and joint cutting, joint cleaning, and sealant installation.

Nine joint sealants and six joint configurations are used. Two unsealed control sections are also included. Of the nine sealants used, four are silicone sealants, two are hot-applied sealants, and three are compression seals. Performance evaluation to date is limited. A profile of the pavement surface recorded shortly after the newly constructed lanes were opened to traffic (June 1998) is expected to provide a useful baseline for future pavement condition comparisons. A visual evaluation of the sealant performance to date was also conducted (October 1998).
6 REFERENCES

*Climatic Atlas of the United States* (1983), U.S. Department of Commerce,
   Environmental Science Services Administration, Environmental Data Service.


ODOT (1995a), “Project 180/97 Plans and Construction Drawings (US Route 50, Athens, OH),” Ohio Department of Transportation, Columbus, OH.

APPENDIX  A

Test Site Construction Specifications

- ODOT Standard Construction Drawings (ODOT, 1994)
- ODOT Construction and Material Specifications (ODOT, 1995b)
NOTES

STEEL REINFORCING in normal or wider lane widths may consist of two units with an approved hinge. The hinge shall consist of steel wires connecting the two units such that the longitudinal members on either side of the hinge will be properly spaced when the reinforcing is in final position. The distance from the top of the concrete pavement to the reinforcing steel may vary from 6 to 8 inches in 1/4 - 1 inch, where 1/4 thickness of the concrete pavement.

PLAN

WIRE FABRIC DETAIL

BUREAU OF LOCATION AND DESIGN
OHIO DEPARTMENT OF TRANSPORTATION

CONCRETE PAVEMENT REINFORCING

DATE

2-0-W
203.12 Embankment Compaction. Soil embankment shall be placed and compacted in layers until the density is not less than the percentage of maximum dry density indicated in the following table determined by AASHTO T 99 or other approved method.

### EMBANKMENT SOIL COMPACTION REQUIREMENTS

<table>
<thead>
<tr>
<th>Maximum Laboratory Dry Weight Kilograms/Cubic Meter (Pounds/Cubic Foot)</th>
<th>Minimum Compaction Requirements Percent Laboratory Maximum</th>
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<tr>
<td>1440-1680 (90-104.9)</td>
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<tr>
<td>1681-1920 (105-119.9)</td>
<td>100</td>
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<tr>
<td>1921 and more (120 and more)</td>
<td>98</td>
</tr>
</tbody>
</table>

203.13 Subgrade. All soil subgrade shall be prepared in accordance with this subsection. Soils with a maximum dry weight of less than 1600 kg/m³ (100 pounds per cubic foot) are considered unsuitable for use where subgrade compaction for a depth of 0.30 m (12 inches) is required, and when encountered in the upper 0.30 m (12 inches) of the subgrade shall be replaced with suitable soil or granular material.

(a) Compaction Requirements. Soil subgrade with maximum laboratory dry weight of 1600-1680 kg/m³ (100-105 pounds per cubic foot) shall be compacted to not less than 102 percent of maximum dry density. All other soil subgrade shall be compacted to not less than 100 percent of maximum dry density. The maximum dry density shall be as determined by AASHTO T 99 or other approved method.

Subgrade under new pavement and paved shoulders shall be compacted to a depth of 0.30 m (12 inches) below the surface of the subgrade and to a width of 0.46 m (18 inches) beyond the edge of the surface of the pavement, paved median, paved shoulder, or to the back of the adjacent curb and gutter, and shall be paid for as a separate item under 203 Subgrade Compaction.

Subgrade under pavement widening less than 1.8 m (6 feet), driveways, mailbox turnouts, and stabilized shoulders, shall be compacted to a depth of 150 mm (6 inches) below the surface of the subgrade and to the width of the pavement or base, or to the back of adjacent curb and gutter; and shall not be paid for as a separate item. The cost of compacting subgrade to a depth of 150 mm (6 inches) shall be included in the unit price bid for 203 Excavation.

Where the combined width of pavement widening and adjacent paved shoulder is 1.8 m (6 feet) or more, the subgrade shall be compacted as under new pavement and shall be paid for as a separate item under 203 Subgrade Compaction. For method of measurement, see 203.15(f).

(b) Drainage. The surface of the subgrade shall be maintained in a smooth condition to prevent ponding of water after rains, and ditches shall be constructed and maintained in accordance with 203.04 (a) Drainage, to insure the thorough drainage of the subgrade surface at all times.

(c) Soft Subgrade. Where soft subgrade is encountered in cuts, due to no fault or neglect of the Contractor, in which satisfactory stability cannot be obtained by moisture control and compaction as provided for under 203.11 and 203.13 (a), the unstable material shall be excavated to the depth required by the Engineer. The excavation thus required shall be measured and paid for at the contract unit price bid for 203 Excavation. Material thus excavated shall be disposed of in accordance with 203.05.

Where embankment is a separate pay item, material required to replace the undercut shall be provided from 203 excavation, if available from grading operations within 1 km (½ mile) of the soft subgrade area. Suitable material shall be considered available when within 1 km (½ mile) of the soft subgrade area only when there is an excess of suitable material on the entire project, available portions of which are located within 1 km (½ mile) of the soft subgrade area. Embankment required in the undercut area shall be paid for at the contract unit price for 203 Embankment, except that if such material is not available, the excavation thus made shall be filled with any suitable material available beyond 1 km (½ mile) of the soft subgrade area, and payment shall be made in accordance with Section 104.03.

Where embankment is not a separate pay item, suitable material required for the embankment to replace the undercut shall be secured from 203 Excavation if available from grading operations.
within 1 km (½ mile) of the soft subgrade area. If such suitable material is not available, the excavation thus made shall be filled with suitable material from 203 Borrow or with any suitable material available beyond 1 km (½ mile) of the soft subgrade area in accordance with Section 104.03.

Where soft subgrade in cuts is due to the failure of the Contractor to maintain adequate surface drainage as required in 203.04 (a) Drainage, or is due to any other fault or neglect of the Contractor, the unstable condition shall be corrected as outlined above at no expense to the State.

(d) Full Width New Pavement Construction. After the surface of the subgrade has been shaped to approximate cross section grade, and before any pavement, base or subbase material is placed thereon, the subgrade and a portion of the embank for a distance of at least 0.5 m (18 inches) outside the limits of the surface of the planned pavement, shall be compacted. When the rolling is completed, the surface of the subgrade shall be shaped as necessary to conform to the grade and cross section shown on the plans within the tolerance set forth in 203.06 and shall be so maintained until the overlying course is in place.

203.14 Proof Rolling. Proof rolling shall be performed on areas described on the plans or as directed by the Engineer.

(a) Equipment. The equipment shall consist of four heavy pneumatic tire wheels mounted on a rigid steel frame. The wheels shall be evenly spaced in one line across the width of the roller and shall be arranged so that all wheels will carry approximately equal loads when operated over an uneven surface. The maximum center to center spacing between adjacent wheels shall not exceed 0.8 m (32 inches). The compacting equipment shall have a suitable body for ballast loading with such capacity that the gross load may be varied from 23 to 45 metric tons (25 to 50 tons).

The tires shall be capable of operating at inflation pressures ranging from 620 to 1040 kPa (90 to 150 pounds per square inch). From 90 to 95 percent of the volume of the tires shall be filled with liquid. The Contractor shall furnish the Engineer charts or tabulations showing the contact areas and contact pressures for the full range of tire inflation pressures and for the full range of loading for the particular tires furnished.

Ballast to obtain the weight directed by the Engineer shall consist of in-gots of known unit weight, or sand bags with a unit weight of 45 kg (100 pounds) or bags of other material of known unit weight, or other suitable material such that the total weight of the ballast used can be readily determined at all times. There shall be a sufficient amount of ballast available to load the equipment to a maximum gross weight of 45 metric tons (60 tons).

(b) Construction. The designated areas of subgrade, prior to the placing of the overlying course, shall be compacted to requirements of 203.13. The subgrade shall then be rolled with one or more coverages, as directed, of the heavy pneumatic tire roller. One coverage shall be considered to represent two trips of the roller, each trip offset from the other by the width of one tire, to obtain complete area coverage. The roller shall operate in a systematic manner so that the number of coverages over all areas can be readily determined and recorded.

Moisture content of the subgrade at the time of proof rolling shall conform to the requirements of 203.11.

Within the ranges set forth above, the load and tire inflation pressure shall be adjusted as directed. It is the intent to use a contact pressure as nearly as practical to the maximum supporting value of the subgrade. The equipment shall be operated at the speed directed but in no case shall the speed exceed 8 km per hour (5 miles per hour), and the normal operating speed shall not be less than 4 km per hour (2½ miles per hour).

Where the operation of the heavy pneumatic tire roller shows the subgrade to be unstable or to have non-uniform stability, the Contractor shall correct the unstable areas in accordance with the provisions of 203.13 so that the stability of the subgrade will be uniform and satisfactory. The subgrade shall then be checked for conformance to the plan lines and any irregularities of the surface caused by operation of the heavy pneumatic tire roller shall be corrected and the subgrade shall be shaped to the plan lines within the tolerance specified in 203.06.

Proof rolling will not be required where rock or shale occurs in subgrade, or in areas where subbase has been thickened to replace frost susceptible silts or other unsuitable subgrade material.
Aggregate acceptance shall be determined prior to incorporation into the work based on samples taken from stock piles.

Prior to placing, aggregate shall have a reasonably uniform moisture content at or near optimum for compaction.

304.03 Placing. When vibratory equipment is used in conjunction with other methods of compaction, the compacted depth of a single layer shall not exceed 150 mm (6 inches). When vibratory compaction equipment is not used, the maximum compacted thickness of one layer shall not exceed 75 mm (3 inches). When the required compacted depth of the base course exceeds 150 mm (6 inches), the base shall be constructed in two or more layers of approximately equal thickness.

The aggregate shall be placed with self-propelled spreading machines capable of placing the aggregate true to line and grade. Approved hand placing methods may be used when the total area of base course is 1700 m² (2,000 square yards) or less, or in small areas where machine spreading is impractical. In these areas the compaction requirement shall be in accordance with 203.12.

Unless the base course is placed in a trench section, the edges shall be backed up with an 0.6 m (18 inch) width of soil, placed to such a height that it will be consolidated to the height of the lift being compacted and furnish positive lateral support during compaction of the course.

Adequate surface drainage of the berm shall be provided at all times.

304.04 Compaction. At the beginning of the compaction operation, the density requirement shall be determined by compacting a short section, at the direction of the Engineer, until no further increase in density is obtained. The remainder of the course shall be compacted to a density not less than 98 percent of the test density. A new density requirement may be determined when the aggregate characteristics change appreciably. The surface of each layer shall be maintained during the compaction operations in such a manner that a uniform texture is produced and the aggregates firmly keyed. Water shall be uniformly applied over the base materials during compaction in the amount necessary to maintain the moisture at or near optimum.

The finished surface shall not vary more than 10 mm (¼ inch) from a 3.0 m (10 foot) straightedge parallel to the centerline nor more than 13 mm (¼ inch) from a template conforming to the required cross section. The Contractor shall furnish straightedges, templates or other devices satisfactory to the Engineer and check the surface for conformance with these requirements.

### ITEM 304 AGGREGATE BASE

#### 304.01 Description

This work shall consist of furnishing, placing and compacting one or more courses of aggregate, including furnishing and incorporating all water required for compacting, on a prepared surface in accordance with these specifications, and in reasonably close conformity with the lines, grades, thicknesses and typical cross sections shown on the plans or established by the Engineer.

#### 304.02 Aggregate

The aggregate shall be crushed carbonate stone, crushed gravel, crushed air-cooled slag, granulated slag, a mixture of crushed and granulated slags, or other types of suitable materials meeting the requirements of this item and having the approval of the Director. Crushed carbonate stone, crushed gravel, crushed air-cooled slag or mixtures of crushed and granulated slags shall meet the following gradation requirements and the requirements of 703.04. In addition, open-hearth and basic-oxygen furnace slags shall conform to the stockpiling and aging requirements of 703.01.

<table>
<thead>
<tr>
<th>Sieve</th>
<th>Total Percent Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 mm (2 inch)</td>
<td>100</td>
</tr>
<tr>
<td>25.0 mm (1 inch)</td>
<td>70-100</td>
</tr>
<tr>
<td>19.0 mm (¾ inch)</td>
<td>50-90</td>
</tr>
<tr>
<td>4.75 mm (No. 4)</td>
<td>30-60</td>
</tr>
<tr>
<td>600 μm (No. 30)</td>
<td>9-33</td>
</tr>
<tr>
<td>75 μm (No. 200)</td>
<td>0-13</td>
</tr>
</tbody>
</table>

Granulated slag shall also meet the requirements of 703.08, sec. 1.
450 RIGID PAVEMENT

ITEM 451 REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT

451.01 Description
451.02 Materials
451.03 Equipment
451.04 Setting Forms
451.05 Finegrading of Subgrade or Subbase
451.06 Placing Concrete
451.07 Placing Reinforcement
451.08 Joints
451.09 Finishing
451.10 Curing
451.11 Removing Forms
451.12 Surface Smoothness
451.121 Profile Grinding
451.122 Pavement Grooving
451.13 Sealing Joints
451.14 Opening to Traffic
451.16 Pavement Thickness
451.17 Method of Measurement
451.18 Basis of Payment

451.01 Description. This work shall consist of a pavement composed of reinforced portland cement concrete constructed on a prepared subgrade or base course in accordance with these specifications and in reasonably close conformity with the lines, grades, thickness and typical cross sections shown on the plans or established by the Engineer.

451.02 Material. Material shall be:
Concrete ............................................................... 499 Class C
Joint sealer .............................................................. 705.04
Preformed elastomeric joint sealer .................................. 705.11
Preformed filler ................................................................ 705.03
Curing materials .......................................................... 705.05, 705.06, 705.07 (Type 2)
Reinforcing steel ......................................................... 709.09, 709.10, 709.12
Tiebar steel .................................................................. 709.00
Dowel bars and basket assemblies ..................................... 709.13
Expansion shield anchors ............................................. 712.01 Type A

451.03 Equipment. Machines for finishing concrete pavement shall be mechanical, self-propelled spreading and finishing machines, and shall be capable of consolidating and finishing the con-
crete and which produces a finished surface meeting the requirements herein specified.

At the option of the Contractor, pavement shall be constructed with equipment utilizing stationary side forms or by the use of slip form paving equipment. Equipment shall conform to the following:

a) Form Construction. Concrete shall be uniformly spread, screeded and consolidated by one or more machines between previously set side forms. The number and capacity of machines furnished shall be adequate to perform the work required at a rate equal to that of the concrete delivery. These machines shall uniformly distribute and consolidate the concrete without segregation.

Vibration for the full width of paving shall be accomplished by internal vibrators operating at 7000 to 11,000 impulses per minute. Vibrators may be attached to either the spreading or finishing equipment. They shall not come in contact with preset load transfer devices, the subgrade, or the side forms. Power to vibrators shall be connected so that vibrators cease when the machine's motion is stopped. The Contractor shall have available for the Engineer's use a tachometer, or other frequency measuring device, capable of verifying the frequency.

Machines shall be capable of operating either on side forms or on adjacent lanes of pavement. When concrete is being placed adjacent to an existing pavement, protective measures shall be taken to protect the adjacent pavement from damage. Any machine which causes displacement of the side forms from the line or grade or causes undue delay due to mechanical difficulties shall be removed from the work.

Small or irregular areas which are inaccessible to finishing equipment may be finished with other methods as approved by the Engineer. Vibration of these areas shall be accomplished by hand held or machine mounted internal vibrators. Vibrating shall be done to achieve adequate consolidation for the full depth and width of the area placed, without segregation.

Side forms shall be of steel, straight, and of a depth equal to the thickness of the pavement at the edge, except forms of greater depth than specified pavement thickness may be used by written permission of the Director. Any additional cost caused by the use of forms of a greater depth shall be included in the bid price for this item. The use of bent or damaged side forms or forms with damaged joint locks or pin pockets shall not be permitted. All forms shall be cleaned and oiled each time they are used. They shall be furnished in sections not less than 3.0 m (10 feet) in length, with horizontal joint and base width equal to the depth of the forms. Flexible or curved forms shall be of a design acceptable to the Engineer and shall be used for construction of circular pavement edges where the radius is 30 m (100 feet) or less. Forms shall be provided with adequate devices for secure setting so that when in place they will withstand the operation of the paving equipment. Built-up forms shall not be used except where the total area of pavement of any specified thickness on the project is less than 1,650 m² (2,000 square yards). The forms shall contain adequate joint locks for joining the ends of abutting form sections together tightly.

b) Slip Form Construction. The concrete shall be placed with a slipform paver or combination of pavers designed to spread, consolidate, screed, and float-finish the freshly placed concrete in one complete pass of the machine in such a manner that a minimum of hand finish will be necessary to provide a dense and homogeneous pavement. The machine shall vibrate the concrete for the full width and depth of the strip of pavement being placed. Vibration shall be accomplished by internal vibrators attached to the pavers and operated at 7000 to 11,000 impulses per minute. Vibrators shall not come in contact with load transfer devices or the subgrade. The Contractor shall have available to the Engineer a tachometer or frequency measuring device to verify frequency.

The concrete shall be maintained at a uniform consistency, having a slump of not more than 75 mm (3 inches). The slipform paver shall be operated with as nearly a continuous forward movement as possible and all operations of mixing, delivering, and spreading concrete shall be coordinated as to provide uniform progress with stopping and restarting of the paver held to a minimum. If for any reason it is necessary to stop the forward movement of the paver, the vibrator and tamper elements shall also be stopped immediately. No tractive force shall be applied to the machine, except that which is controlled from the machine.

The finish grade of the pavement shall be accurately controlled from a grade line pre-set parallel to the finish grade. Slip form paving equipment shall have controls that will trace the grade line and automatically adjust the grade of the screeds or extension meters.

In areas where adjoining concrete pavement is to be constructed, the edge of the pavement on either side of the longitudinal joint shall not vary more than 5 mm (3/4 inch) below the typical section. The outside edges of the pavement shall not vary more than 13 mm (1/2 inch) below the typical section.

In the area of construction joints placed at the end of the days run, a reduction of approximately 50 mm (2 inches) in overall width will be permitted.

451.04 Setting Forms. All forms shall be set with reasonable conformance to the required grade and alignment and be sup-
ported on thoroughly compacted material for their entire length during the entire operation of placing and finishing of the concrete. After the setting of side forms the top face of the form shall not vary from a true plane more than 3 mm in 3.0 m (1/4 inch in 10 feet), and the vertical face shall not vary more than 6 mm in 3.0 m (1/4 inch in 10 feet), and they shall be tested by the Contractor and variations from the above requirements shall be eliminated by resetting the forms. Shimming with loose earth, pebbles, etc., will not be permitted. The alignment and grade of all forms set shall be approved before and immediately prior to the placing of concrete.

451.05 Finegrading of Subgrade or Subbase. (a) Form Construction. After side forms have been set to line and grade and securely fastened, the subgrade or subbase shall be brought to final grade by means of a subdrager or subgrade planer. This finegrading operation should involve a slight removal of the subbase material and bring the subbase to a smooth dense condition. The subgrade or subbase shall be checked using a multiple pin template operated on the forms or other methods approved by the Engineer. Any high or low spots found shall be corrected and rechecked.

In lieu of the above operation, forms may be placed on the subbase or subgrade which has been prepared as specified in 451.05(b).

b) Slip Form Construction. After the subbase or subgrade has been placed and compacted to the required density, the areas on which the pavement is to be constructed and the areas which will support the paving machine shall be cut to the plan elevation by means of an automatic subgrading machine. If the density of the base is disturbed by the grading operations, it shall be corrected by additional compaction before concrete is placed. The grade shall be constructed sufficiently in advance of placing the concrete to permit checking. If any traffic is allowed to use the prepared grade, the grade shall be checked and corrected immediately ahead of placing of the concrete. If satisfactory stability of the subbase material cannot be obtained, it shall be stabilized by addition of admixes or angular aggregate particles at no increase in cost.

451.06 Placing Concrete. The subgrade or subbase shall be sprinkled at such times and in such manner as directed by the Engineer so that it will be in a thoroughly moistened condition when the concrete is deposited thereon.

The concrete shall have a slump in accordance with 499.03 and shall be deposited on the grade in a manner that requires as little reheandling as possible. Workmen shall not be allowed to walk in the freshly mixed concrete with boots or shoes coated with earth or foreign material.

Concrete shall be deposited as near to expansion and contraction joints as possible without disturbing them, but shall not be dumped from the discharge bucket or hopper onto a joint assembly unless hopper is well centered on the assembly. Concrete shall be consolidated around expansion and construction joints by means of internal vibration.

Sawing equipment necessary to saw joints is permitted to operate on the newly constructed pavement provided damage to curing membrane is repaired to the satisfaction of the Engineer. Other mechanical equipment shall not be operated upon existing lane of pavement until that lane has been in place for at least seven days or until specimen beams shall have attained a modulus of rupture of 4.2 MPa (600 psi). If only finishing equipment is carried on the existing lane, paving may be permitted after that lane shall have been in place for at least three days or after specimen beams shall have attained a modulus of rupture of 3.5 MPa (500 psi).

An approved spreader will be required when the width of pavement being placed in one operation is 3.6 m (12 feet) or more and the total area of any given width of the project exceeds 8300 m² (10,000 square yards).

No concrete shall be mixed, placed, or finished after dark, unless an adequate and approved artificial lighting system is operated.

For concrete placed when the temperature of the air is 2°C (35°F) or below, the concrete immediately after placing in the forms, shall have a temperature of between 10 and 27°C (50 and 80°F).

The subgrade or subbase upon which concrete is to be placed shall be entirely free from frost, when concrete is deposited.

Concrete test specimens. Two test beams will be made from each 6300 m² (7,500 square yards) or fraction thereof, that is incorporated in the work each day.

451.07 Placing Reinforcement. When reinforced concrete pavement is placed in two layers, the entire width of the bottom layer shall be struck off to such length and depth that the mat of reinforcement may be laid full length on the concrete in its final position without further manipulation. The reinforcement shall then be placed as specified directly upon the concrete, after which the top layer of concrete shall be placed, struck off and screeded. When reinforced concrete is placed in one layer, the reinforcement may be positioned in advance of concrete placement or it may be placed in the plastic concrete, after spreading, by mechanical or vibratory means.

The mats of reinforcement forming each lap, in addition to being overlapped as specified shall be securely fastened together at the
edges of the sheets and at two additional points along the lap.
Reinforcing steel shall be free from dirt, oil, paint and grease.

451.08 Joints. Joints shall be constructed of the type, dimensions, and at locations specified.

(a) Longitudinal Joint. The longitudinal joint shall be constructed by sawing or by forming.

If the longitudinal joint between simultaneously placed lanes is made with a concrete saw, the sawing shall be done to a minimum depth of one-fourth of the specified pavement thickness for pavement less than or equal to 255 mm (10 inches) thick, and one-third of the specified thickness for pavements greater than 255 mm (10 inches) thick, within three days after the pavement is placed. The width shall be approximately 3 mm (1/8 inch).

If the longitudinal joint between separately placed lanes is made with a concrete saw, the sawing shall be done to a depth of 13 mm (1/2 inch). The width shall be approximately 6 mm (1/4 inch).

If the longitudinal joint is formed, the groove for sealing shall be formed in the lane placed last.

Hook bolts when used, shall be securely fastened to the form of the longitudinal construction joint.

Expansion joint bolts shall be constructed by installing expansion shield anchors in the center of the existing pavement slab in accordance with the manufacturer's recommendation after which hook bolts shall be threaded firmly into the expansion shield anchors.

(b) Load Transfer Devices. Dowels shall be held in position parallel to the surface and centerline of the slab by an approved metal device that is left in the pavement. Dowels may be placed in the full thickness of pavement by a mechanical device approved by the Engineer. Deformed steel tiebars, when used for longitudinal joints, shall be placed by approved mechanical equipment or rigidly secured by chairs or other approved supports to prevent displacement. All wires shall be removed from dowel basket assemblies prior to paving. The dowel basket assemblies shall be stable and held firmly in place throughout the paving operations.

(c) Expansion Joints. Transverse expansion joints shall be provided on each approach to a bridge, or bridge approach slab at distances of approximately 6 m (20 feet) and 18 m (60 feet) or as specified. If the pavement is constructed in two or more separately placed lanes, the joints shall form a continuous line for the full width of the pavement.

An opening 25 mm (1 inch) in width by 25 mm (1 inch) in depth shall be formed for installation of 705.04 joint sealer.

(d) Contraction Joint. Contraction joints shall be sawed as specified to a minimum depth of one-fourth of the specified pavement thickness and a width of 6 mm ±1.6 mm (1/4 inch ±1/4 inch) determined at the time of sawing. If the pavement is constructed in two or more separately poured lanes, the joints shall be continuous for the full width of the pavement. Sawing shall be done with sawing equipment approved by the Engineer. Joints shall be sawed as soon as the saw can be operated without damaging the concrete. Saws shall be equipped with adequate guides, blade guards, and a method of controlling the depth of cut. Sawing may be done wet or dry but the joint must be cleaned by a jet of water or air under pressure after having been sawed. A standby saw in working condition with an adequate supply of blades shall be maintained at the site of the work during the sawing of contraction joints.

(e) Construction Joints. Construction joints shall be built as specified at the end of each day's work and whenever necessary to suspend the work for a period of more than 30 minutes. In no case shall an emergency construction joint be placed closer than 3.0 mm (10 feet) to a parallel joint.

451.09 Finishing. The surface shall be continuously checked for trueness with 3.0 m (10 foot) straightedges. If the pavement surface is dragged with a diagonal pipe float machine, only occasional straightedge surface checks, while the concrete is plastic, will be required.

Before the concrete has taken its initial set, the edges of the pavement along each side of each slab, and on each side of transverse expansion joints, shall be worked with an approved tool and rounded to the radius specified. Any tool marks left by the edging shall be eliminated by texturing the surface.

The surface shall be textured by use of a broom or artificial turf drag in the longitudinal direction so as to produce a uniform, gritty, longitudinal texture. In addition to and immediately following the above specified longitudinal drag texture, the pavement shall be textured in the transverse direction by an approved device that will produce a relatively uniform pattern of grooves. The grooves shall be spaced at approximately 16 mm (9/16 inch) centers and shall be approximately 4 mm (0.15 inches) deep and 3 mm (0.10 inches) wide. Variation from the texturing requirements will be permitted only with the written permission of the Director.

Station numbers shall be impressed into the pavement before it takes its final set. The complete station number is to be marked each 50 m (100 feet), e.g., ±050. Where station equations occur they shall be marked in the pavement in the same manner as they are shown on the plans. The numerals shall be 75 to 100 mm (3 to
4 inches) in height and 6 mm (¼ inch) in depth. The station numbers shall be placed parallel with the pavement edge, and centered at 0.30 m (12 inches) in from and facing the right edge of the pavement. On divided highways, station numbers shall be provided on both pavements. When concrete shoulders are placed with the traveled lane, station numbers shall be placed 0.30 m (12 inches) in from the outside edge of the shoulder and facing the pavement.

451.10 Curing. Immediately after the finishing operations have been completed and after the free water has disappeared, all exposed surfaces of the concrete shall be sealed by spraying thereon a uniform application of curing membrane in such a manner as to provide a continuous uniform film without marring the surface of the concrete. The material shall be applied with an approved self-propelled mechanical sprayer. Wind protection to the spray fog shall be provided by an adequate shield. A minimum of 1 L (1 gallon) of material shall be used for each 3.7 m² (150 square feet) of surface treated. Curing material shall be thoroughly agitated immediately prior to use.

On pavement with integral curb or small and irregular areas which are inaccessible to the mechanical spray machine, the curing material may be applied by a hand spray.

As soon as the forms have been removed, any honey-comb areas shall be immediately corrected and the edges of the pavement coated with the curing material. Any areas of pavement film that may have been damaged during the sawing shall be resprayed during this operation.

Curing may also be accomplished by means of water curing with burlap cloth, waterproof paper or polyethylene sheeting.

Curing shall be applied as soon after the finishing operations as possible without marring the surface of the concrete.

The entire surface of the top and sides of the newly placed concrete shall be covered and maintained covered for seven days, unless specimen beams have attained a modulus of rupture of 4.2 MPa (600 psi).

The Contractor shall be responsible for protecting the concrete from freezing until beams attain a strength of 4.2 MPa (600 psi).

The above requirements for curing are minimum requirements only. Any concrete showing injury or damage due to inadequate curing shall be repaired or replaced by the Contractor at no additional cost.

451.11 Removing Forms. Forms shall be removed in such a manner that no damage will occur to the pavement. After the forms have been removed, the sides of the slab shall be cured as outlined in 451.10.

451.12 Surface Smoothness. After the final curing of the concrete, the surface shall be cleaned and tested for smoothness by means of a surface testing machine which will test one or more lines on each side of the pavement as determined by the Engineer. All surface variations so indicated shall be corrected to within the specified tolerance in a manner that will provide the required texture specified in 451.09. Pavement surface variations, except as hereinafter stated, shall not exceed 3 mm (¼ inch) in a 3.0 m (10 foot) length of pavement. For ramp pavements and for those pavements with curvature greater than 8 degrees, or with grades exceeding 6 percent, the surface variation shall not exceed 6 mm (¼ inch) in 3.0 m (10 feet).

All surface variations which are found to be out of tolerance shall be corrected in a manner that will provide the required texture specified in 451.09. Equipment for corrective grinding or for restoration of transverse grooves shall comply with the requirements of 451.121 or 451.122.

Sections of pavement containing depressions which cannot be corrected by grinding shall be repaired or replaced by the Contractor to the satisfaction of the Engineer.

451.121 Profile Grinding. Equipment used to correct surface variations which exceed the tolerances specified in 451.12 shall be power driven, self-propelled machines specifically designed to correct the profile and provide proper cross-slope on concrete pavement. The equipment shall use diamond impregnated blades or diamond impregnated cylinder rings. The blades or cylinder rings shall be mounted on an arbor head. The grinding head shall be a minimum of 0.9 m (3 feet) wide. The equipment shall be capable of grinding the surface in the longitudinal direction without causing damage to pavement joints. Bush hammers or other impact devices shall not be used.

451.122 Pavement Grooving. Equipment used for restoring transverse grooves in areas which are corrected to meet smoothness tolerances or other areas which do not have texture conforming to the requirements of 451.09 shall be power driven, self-propelled machines specifically designed to groove concrete pavement with diamond impregnated blades or diamond impregnated cylinder rings. The blades or cylinder rings shall be mounted on an arbor head so that the resulting grooves comply with 451.09. The grooving equipment shall have a depth control device which will
detect variations in the pavement surface and enable adjustment of the cutting head to maintain the depth of the groove specified. The depth of the grooves on pavements which have been ground to meet smoothness tolerances of 451.12 shall be approximately 4 mm (0.15 inches) below the bottom of the ground section grooves. For small areas, variations from these requirements will be permitted only with the written permission from the Director.

451.13 Sealing Joints. Joints shall be sealed before the pavement is opened to traffic or to use by construction equipment, and as soon after completion of the sawing as is feasible. Just prior to sealing, each joint shall be thoroughly cleaned of all foreign material, using approved equipment, and the joint faces shall be clean and surface dry when the seal is applied.

Transverse contraction joints shall be sealed with preformed polychloroprene compression seals meeting the requirements of 705.11. Expansion joints shall be sealed with material conforming to 705.04 or 705.11. The seals shall be installed by suitable tools using an approved lubricant-adhesive which shall cover both sides of the seal. The seals shall be installed in a substantially full compressed condition and shall at all times be below the level of the pavement surface by approximately 6 mm (¼ inch). The seals shall be installed one piece without field or factory splice between longitudinal joint and edge of pavement or between longitudinal joints of multilane pavement. The elongation of the seals during installation shall not exceed 5 percent as determined by length measurement marks.

Formed joints shall be sealed with joint filler conforming to 705.04. Sawed joints shall be sealed with joint filler conforming to 705.04 or 705.11. The joint sealer shall be placed with proper equipment to obtain a neat workmanlike joint free from excess and unsightly filler.

451.14 Opening to Traffic. The completed pavement may be used for traffic, including construction traffic, when 7 days have elapsed. Provided that a modulus of rupture of 4.2 MPa (600 psi) has been attained, the pavement may be opened to traffic when 5 days have elapsed. In the event it is necessary to open a portion of the pavement in less than 5 days, high early strength concrete in accordance with 499.03 shall be used. The portion of pavement may be opened after 3 days provided test beams attain a modulus of rupture of 4.2 MPa (600 psi).

451.16 Pavement Thickness. Thickness of concrete at any point, determined by the measurement of cores cut as hereinafter specified, shall not be more than 13 mm (¼ inch) less than the specified thickness, nor shall the average thickness of the concrete, determined as hereinafter specified, be more than 5 mm (0.2 inch) less than the specified thickness. The length of the cores will be determined in accordance with AASHTO T 148.

The entire pavement shall be considered a unit for the purpose of coring.

One core shall be taken at random for every 1660 m² (2,000 square yards) of pavement or major fraction thereof, however, a minimum of three cores shall be taken from any pavement cored. Should any core show a deficiency in thickness of more than 13 mm (¼ inch), additional cores shall be cut 1.5 m (5 feet), measured longitudinally, on each side of the location of the core deficient in thickness. If both these additional cores are within the 13 mm (¼ inch) tolerance, special borings shall be continued 15 m (50 feet) and 30 m (100 feet), measured longitudinally from the location of the first core found to be deficient in thickness and thence at 30 m (100-foot) intervals longitudinally, until pavement thickness within the 13 mm (¼ inch) tolerance is found in both directions or the end of the pavement is reached, thus establishing the longitudinal boundaries of the zone of deficiency, but in no case shall additional cores be cut longitudinally beyond the location of any boring in that lane at which the pavement thickness has been found to be within the 13 mm (¼ inch) tolerance.

Where the separately poured width of pavement consists of two or more traffic lanes and a scheduled core shows a deficiency of more than 13 mm (¼ inch), an additional core or cores shall be cut to determine the extent of the zone of deficiency in a direction transverse to the center line. The additional core or cores shall be cut approximately in the center of the traffic lane or lanes. Where a transverse core or cores are within the 13 mm (¼ inch) tolerance, the zone of deficiency shall be limited to the traffic lane or lanes found to have deficient thickness. However, where any of the transverse core or cores is outside the 13 mm (¼ inch) tolerance, the zone of deficiency shall include all traffic lanes where such deficiency was found and the longitudinal boundaries for each deficient lane shall be determined as above.

When any core shows a deficiency of more than 13 mm (¼ inch), the area of the pavement for which payment shall be withheld, shall be the sum of the areas found to be deficient as determined above. Deductions will be determined and applied to each separately poured width of pavement.

All thickness measurements which are more than 13 mm (¼ inch) greater than the specified thickness shall be regarded as the specified thickness plus 13 mm (¼ inch).

The average thickness of concrete pavement shall be the mean thickness, in millimeters (inches), of the cores taken from the pave-
ment with the provision that whenever a total deduction occurs, the mean thickness of the two cores limiting the zone of deficiency longitudinally shall be used in lieu of the original core (in the zone) in the average thickness calculation. The other cores within a zone of deficiency shall be disregarded in this calculation.

Any widening less than 1.5 m (5 feet) in width or any pavement of less than 1650 m² (2,000 square yards) in area shall not be cored unless requested by the Director.

All core holes shall be filled by the Contractor with concrete of the same proportions and materials used in the pavement.

Price Adjustments. Where the average thickness of pavement is deficient in thickness by more than 5 mm (0.2 inch), but not more than 13 mm (0.5 inch), payment will be made at an adjusted price as specified in the following table:

<table>
<thead>
<tr>
<th>Concrete Pavement Deficiency</th>
<th>Proportional Part of Contract Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deficiency in Thickness as Determined by Cores.</td>
<td>100 percent</td>
</tr>
<tr>
<td>0.0 to 5 mm (0.0 to 0.2 inch)</td>
<td>Average thickness²</td>
</tr>
<tr>
<td>6 to 13 mm (0.3 to 0.5 inch)</td>
<td>Specified thickness</td>
</tr>
<tr>
<td>Greater than 13 mm (0.5 inch)</td>
<td>None</td>
</tr>
</tbody>
</table>

When the thickness of pavement is deficient by more than 13 mm (½ inch) and the judgment of the Engineer is that the area of such deficiency should not be removed and replaced, there will be no payment for the area retained.

451.17 Method of Measurement. The area under this item will be the number of square meters (square yards) of concrete pavement completed and accepted in place. The width of measurements will be the width of the pavement shown on the typical cross section of the plans, additional widening where called for, or as otherwise directed in writing by the Engineer. The length will be measured horizontally along the center line of each roadway or ramp. The plan quantities as adjusted for changes, errors and deviation in excess of allowable tolerances will be the method of measurement.

451.18 Basis of Payment. The accepted quantities of concrete pavement will be paid for at the contract unit price per square meter (square yard), which price and payment shall be full compensation for furnishing and placing all materials including reinforcing steel, dowels and joint materials; provided, however, that for pavement found deficient in thickness only the reduced price stipulated in 451.16 shall be paid.

No additional payment over the unit contract bid price will be made for any pavement which has an average thickness in excess of that shown on the plans.

Payment will be made under:

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>451</td>
<td>Square meter (square yard)</td>
<td>Reinforced concrete pavement</td>
</tr>
</tbody>
</table>
**Concrete Pavement Incidentals**

### 705.02 Silicone Joint Sealant

**1. General.** The sealant shall be furnished in a one part silicone formulation which does not require a primer for bond to concrete. The sealant shall be applied with a pressure applicator that forces it into the joint.

The backer rod shall be expanded, closed cell polyethylene foam. The backer rod shall be approximately 25 percent larger in diameter than the width of the joint or crack to be sealed. Other back-up materials (paper, rope and open cell foam) are unacceptable.

The backer rod shall be compatible with the sealant, and no bond or reaction shall occur between the backer rod and sealant.

**2. Silicone Sealant Requirements.** The silicone sealant shall meet the requirements of the following Table:

<table>
<thead>
<tr>
<th>Properties</th>
<th>Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flow, Supplement 1050</td>
<td>7.6 mm (0.3 inches) maximum</td>
</tr>
<tr>
<td>Extrusion Rate, Supplement 1050</td>
<td>75-350 grams/minute</td>
</tr>
<tr>
<td>Tack free time @ 25°C ± 2°C (77 ± 3°F), Supplement 1050</td>
<td>20-90 minutes</td>
</tr>
<tr>
<td>Specific Gravity; ASTM D 792, Method A</td>
<td>1.010-1.515</td>
</tr>
<tr>
<td>Durometer Hardness; Shore A, cured 7 days @ 25°C ± 2°C (77 ± 3°F) and 45-55% R.H.; ASTM D 2240</td>
<td>10-25 at -18°C (0°F)</td>
</tr>
<tr>
<td>Tensile Stress; 150% elongation, 7 day cure @ 25°C ± 2°C (77 ± 3°F) and 45-55% R.H.; ASTM D 412, Die C.</td>
<td>310 kPa (45 psi) maximum</td>
</tr>
<tr>
<td>Elongation; 7 day cure @ 25°C ± 2°C (77 ± 3°F) and 45-55% R.H.; ASTM D 412, Die C.</td>
<td>800% minimum</td>
</tr>
<tr>
<td>Bond to Concrete Mortar: Briquets; Air cured 12 days @ 25°C ± 2°C (77 ± 3°F);**</td>
<td>345 kPa (50 psi) minimum</td>
</tr>
</tbody>
</table>

**Movement Capability and Adhesion:**

- Extend 100% and compress 50%;
- No adhesive or cohesive failure after 10 cycles at -18°C (0°F);
- 9 months from date of shipment from manufacturer.

**3. Approvals.** All materials shall be prequalified by the Laboratory.

The manufacturer of the joint sealant shall furnish a letter of compliance for each lot of the joint sealer material furnished to the project. Each lot shall show the date of shipment from the manufacturer and shall be delivered in containers plainly marked with the manufacturer's name or trademark, and lot number. Material shall not be used after 9 months from the date of shipment from the manufacturer. Joint sealant shall be delivered to the job at least 2 weeks prior to the intended use.

Foam backer rod will be accepted by a letter of compliance.

### 705.03 Preflomed Fillers

**AASHTO M 153 or AASHTO M 213 with the following exceptions and additions:**

- **3.7 Asphalt Content.** The producer shall certify to the Engineer that the asphalt cement content is at least 35 percent by weight of the filler.

Inspection shall be done at the project site. Random samples shall be obtained from material delivered to the project site or at other locations designated by the Laboratory.

### 705.04 Hot Applied Crack and Joint Sealer

ASTM D 3405.
705.11 Preformed Elastomeric Compression Joint Seal for Concrete. AASHTO M 220 with the following exceptions and additions:

5.1 Size and design shall be as shown on the plans.

7.2 Inspection shall be done at the project site. Random samples shall be obtained from material delivered to the project site, or at other locations designated by the Laboratory.

7.3 A minimum of 1.0 m (3 linear feet), with all manufacturers' markings, shall constitute one sample.

8.3 Specimens for the low temperature recovery tests shall be lightly dusted with talc on the outside surfaces only.

11.1 In addition 305 mm (1 foot) length markings shall be not less than 300 mm (11\(\frac{3}{4}\)in) nor more than 310 mm (12\(\frac{3}{8}\)inches) from center to center.

The lubricants for installation of preformed compression seals shall be as recommended by the seal manufacturer.

Qualification. Each design, shape, width, depth, web and shell thickness, shall be approved by the Department prior to use. Drawings of the seals showing all dimensions and dimension tolerances and weight per meter (foot) shall be submitted with the request for design approval. A copy of Certified Test Data covering the specified properties of preformed elastomeric joint seals shall accompany the request for approval. 1.0 m (3 foot) length of elastomeric joint sealer shall be submitted concurrently with the request for qualification.
APPENDIX  B

Joint Sealant Product Literature

- Crafo 444
- Crafo 221
- Crafo 902
- Crafo 903-SL
- Dow 888
- Dow 890-SL
- Delastic V-687
- TechStar W-050
- Watson Bowman WB-687 and WB-812
READ BEFORE USING THIS PRODUCT

GENERAL
Crafco Superseal 444/777 sealant is a high quality, hot-applied fuel resistant sealant intended for use in sealing joints in portland cement concrete pavements in moderate to hot climates. The sealant is specifically formulated and produced to meet requirements of ASTM D3569-93 and D3406-95. Superseal 444/777 is supplied in liquid form in 5 gallon (19L) pails. Being initially liquid, Superseal 444/777 is much easier to handle during application than solid hot-poured sealant types. During application, Superseal 444/777 is simply poured into the meter applicator unit, heated to application temperature, and applied to prepared joints. At application temperature, Superseal 444/777 is self-leveling and produces uniform and neat sealed joints. After application and cooling, Superseal 444/777 forms a tough, resilient, well bonded seal for concrete pavement joints. Superseal 444/777 is formulated to be used only as a sealant for portland cement concrete pavements. It is not to be used in asphalt concrete pavements or extreme jet blast areas.

SPECIFICATION CONFORMANCE

<table>
<thead>
<tr>
<th>Test</th>
<th>ASTM D3569 and D3406 Spec. Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cone Penetration, 77°F (25°C)</td>
<td>1.30 cm max.</td>
</tr>
<tr>
<td>Fuel, Immersed Penetration (1)</td>
<td>Not greater than non-immersed pen</td>
</tr>
<tr>
<td>Flow, 15°F (70°C), 72 hrs.</td>
<td>No Flow</td>
</tr>
<tr>
<td>Bond, 0°F (-18°C), 50% ext.</td>
<td>No Separation, 3 cycles</td>
</tr>
<tr>
<td>Fuel Immersed Bond (1)</td>
<td>1/4&quot; (.6cm) maximum separation, 3 cycles</td>
</tr>
<tr>
<td>Water Immersed Bond</td>
<td>No Separations, 3 cycles</td>
</tr>
<tr>
<td>Resilience, 77°F (25°C)</td>
<td>60% min.</td>
</tr>
<tr>
<td>Aged Resilience, 77°F (25°C)</td>
<td>60% min.</td>
</tr>
<tr>
<td>Artificial Weathering Test</td>
<td>Pass requirements</td>
</tr>
<tr>
<td>Tensile Adhesion</td>
<td>500% min.</td>
</tr>
<tr>
<td>Flexibility</td>
<td>Pass</td>
</tr>
<tr>
<td>Solubility</td>
<td>+2 2.0% max.</td>
</tr>
<tr>
<td>Recommended Poor Temperature</td>
<td>270°F (132°C)</td>
</tr>
<tr>
<td>Safe Heating Temperature</td>
<td>290°F (143°C)</td>
</tr>
</tbody>
</table>

Note (1): Not required for D3406

APPLICATION
The unit weight of Superseal 444/777 is 10.1 lbs/gal (1.21 kg/L) per gallon at 60°F (15.5°C). Prior to use, the user must read and follow Application Instructions for Hot Applied Superseal Sealants (December, 1997) to verify proper product selection, heating methods, pavement preparation procedures, application geometries, usage precautions and safety procedures. These instructions are provided with each pallet of sealant.

PACKAGING
The sealant is packaged in 5 gallon (19L) pails with 36, polyethylene lined, pails per pallet. Application Instructions are provided with each pallet in a weather resistant enclosure.

WARRANTY
CRAFCO, Inc. warrants that CRAFCO sealants meet applicable ASTM, AASHTO, Federal or State specifications at time of shipment. Techniques used for the preparation of the cracks and joints prior to sealing are beyond our control as are the use and application of the sealants; therefore, Crafco shall not be responsible for improperly applied or misused sealants. Remedies against Crafco, Inc., as agreed to by Crafco, are limited to replacing nonconforming product or refund (full or partial) of purchase price from Crafco, Inc. All claims for breach of this warranty must be made within three (3) months of the date of use or twelve (12) months from the date of delivery by Crafco, Inc. whichever is earlier. There shall be no other warranties expressed or implied. For optimum performance, follow Crafco recommendations for sealant installation.
GENERAL: Crafo Superseal sealants are liquid, hot-applied, single component materials which when properly applied form resilient and adhesive compounds which effectively seal joints in portland cement concrete pavements. Since Superseal sealants contain coal tar, which is not compatible with asphalts, they should not be used to seal asphalt concrete cracks or joints or in places where they will be in contact with asphalt concrete pavements.

HEATING: Crafo Superseal sealants must be heated in jacketed double boiler type melter units equipped with both agitation and recirculation systems. During heating Superseal sealants will thin up to temperatures of approximately 170°F (77°C). Between 170°F (77°C) and 200°F (93°C) the sealant will thicken considerably as constituents polymerize. As temperature increases above 240°F (116°C) the sealant will thin. When 250°F (121°C) is reached, the material circulation pump should be started. Sealant should be heated to between the recommended pouring temperature of 270°F (132°C) and the safe heating temperature of 290°F (143°C). Melter units with horizontal agitators should be powered by an engine of at least 16 HP and be equipped with an agitator in first class operating condition. If vertical agitators are used, the engine should have at least 12 HP. The melter unit should also be equipped with a rotary pump with 2 inch (5cm) minimum port size and without an internal pressure relief valve. The pumping system should include a 2 inch (5cm) manual bypass that will allow recirculation of the sealant from the pump back into the heating vat at the top of the tank. A 15 foot (5m) sealing hose with a 1 inch (2.5cm) inside diameter, coupled to a sealing wand with a 3/4 inch to 1 inch (1.9-2.5cm) inside diameter is ideal. Superseal sealants must be charged into a clean melter. All residue from previous sealants must be cleaned out of the entire system. This is accomplished by heating the melter to remelt residue and flushing the system with 10 gallons (38L) of Crafo Flush Oil (Part No. 34653). Superseal sealants may be charged into a clean melter as soon as the oil bath heaters and sealant agitators are operational. The entire amount of material may be added at once and the polyethylene liner may also be included. Do not completely fill machine with cold sealant because the material will expand approximately 10 percent when reaching application temperature. Important precautions during heating are as follows:

1. AGITATION: It is absolutely essential that continuous agitation of Superseal sealants be maintained when heat is being applied.
2. TEMPERATURE CONTROL: Temperature controls and indicators on the sealing machine must be maintained to a degree of accuracy that can be totally relied upon. An additional hand held temperature gauge should also be used to verify sealant temperature.
3. SAFE HEATING TEMPERATURE: Do not exceed the safe heating temperature. Temperatures in excess of the safe heating temperature reduce the pot life drastically and will cause gelling (curing to a solid). When this happens it is necessary to remove the sealant physically from the melter by cutting, scraping, etc. and disposed of properly. Superseal sealants may be remelted if allowed to cool and become solid, however they may not meet the intended specifications and should not be applied to pavement joints. At the safe heating temperature the application life of Superseal sealants is approximately nine hours.
4. CIRCULATION: Do not attempt to recirculate Superseal sealants at temperatures under 250°F (121°C)
5. ADDITION OF FRESH MATERIAL:
One of the following two methods is recommended:
A. Add full five gallon pail(s), the polyethylene bag liner may be included. A maximum amount of 10% fresh material should be added to the heated sealant. After addition, circulate material through plumbing and applicator wand back into the melter for a minimum of ten minutes after adding fresh material prior to restarting sealant application.
B. Place fresh material into a tray mounted inside the melter lid opening. This tray should control the rate of fresh material addition to one-half gallon (2L) or less, per minute. The polyethylene bag liner can be added to the melter when most of the fresh material has drained from it. It is not necessary to wait for material reaction when using this method.

Special care should be given to avoid plugging the machine when adding less than fifty gallons of heated material. Do not apply material that is below the recommended application temperature.

JOINT PREPARATION AND SEALANT APPLICATION:
New Concrete: All joints should be formed or sawed to produce a minimum joint size of 3/8" x 1 1/2" (1.0 x 3.8 cm), on approximately 15 foot (5m) spacing. Joints 1/4 inch (1.2cm) wide should be 1 3/4 inch (4.4cm) deep and 5/8 inch (1.6cm) inch wide should be 1 7/8 inch (4.8cm) deep. Prior to sealing the joints, surfaces should be cleaned of all dirt, curing compound residue, laitance and any other foreign material. After sawing, immediately flush the joints with water to remove a majority of the saw slurry. After the joints have dried, just prior to applying sealant, the remaining residue must be removed by sandblasting "Both joint faces must be adequately sandblasted to remove traces of sawing residues." For effective sandblasting the nozzle should be positioned within 2 inches (5cm) of the surface being cleaned. After sandblasting the joint should be cleaned using clean compressed air with a minimum pressure of 90 psi (62 N/cm²). Moisture and oil traps are required on compressor unit. The objective of the above cleaning operations is to provide vertical, intact and clean concrete bonding surfaces which are free...
This section of the document discusses the importance of cleanliness in the application of sealants. Joints should be carefully inspected to ensure that an appropriate level of cleanliness has been achieved. This can be accomplished by rubbing your finger along each joint face, ensuring that any evidence of dust and contaminants are removed. Additional sandblasting should be performed until all dust and contaminants are removed.

Non-water absorptive and heat resistant backer rod is about 25% larger than the joint width. The joint width should be placed in the joint to provide a minimum sealed depth of 3/4 inch (1.9cm). Do not puncture the backer rod. Damaged backer rod may cause sealant to bubble. Sealant should be applied at a temperature between the recommended pour temperature and the safe heating temperature. Sealant should be reseal with a minimum 1/8 inch (3mm) below the pavement surface. Sealant should not be applied if ambient temperature or joint temperature is below 50°F (10°C) or in excess of 90°F (32°C). Bubbles are known to develop in hot-applied sealants which have been installed in concrete pavements. This phenomenon may develop within the first year of field service when hot summer temperatures occur. Bubbling is generally more noticeable in pavement less than one year old. Hot ambient temperatures can cause moisture in the concrete to vaporize. These moisture vapors will migrate through the sealant creating bubbles. An alternate sealant should be used if bubbling is not acceptable to the project owner. A low modulus non-sag silicone sealant will reduce the chance of bubble formation. Contact the Crafo Product Manager for further information.

Reappling: Old sealants should be removed by any appropriate method such as using a joint plow, a router, or hooks. After removal of old sealant, the joint is to be saw cut to an appropriate width to provide clean vertical bonding surfaces which are free from contamination by old sealant. As a general rule, the joint should be sawn to a width which is between 1/8 inch and 1/4 inch (3-6mm) wider than the original joint. The same joint depths listed in the "New Concrete" section should be used. For reservoir with width of 3/4 inch (1.9cm), joint depth should be a minimum 1 7/8 inch (4.8cm). The additional sandblasting and cleaning operations contained in the above "New Concrete" section should then be followed.

Cleanout: Supersal sealants should not be reheated and applied. Therefore, the sealant machine must be completely emptied at the end of the sealing run and the entire system flushed with Crafo Flush Oil. Ten gallons (38L) of flush oil should be used, circulating it through the bypass system as well as the sealing hose and wand. Once the system has been cleaned and emptied, the flush oil should be disposed of properly and not reused.

Safety Precautions: All personnel involved with the sealing operation should read the Material Safety Data Sheet for Crafo Supersal sealants before sealing is started. User should check DOT requirements for transportation of sealant at elevated temperatures (above 212°F).

Storage: Supersal sealants should not be stored in direct sunlight, and ambient storage temperature should not exceed 100°F (38°C). Do not store sealant outside under a tarp or plastic cover as this could lead to excessive heat buildup under the cover. Sealant should be stored inside with adequate ventilation.

Safety and Usage Precautions: Since Supersal Sealants must be heated to elevated temperatures to prepare for use, it is essential that operations be conducted in manners which assure safety of the application personnel and other. All personnel associated with use of the material need to be aware of the hazards of using hot applied materials and safety precautions. Before use, the crew should read and understand all sections of the product Material Safety Data Sheet. This sheet which is supplied with each shipment, describes the characteristics of the product as well as any potential health hazards and precautions for safe handling and use.

Hazards Associated with Hot Applied Materials: Simply stated, skin contact with hot applied materials will cause burns. Additionally, over exposure to fumes may cause respiratory tract irritation, nausea, or headaches. Therefore, appropriate precautions need to be taken to prevent contact with the hot material, and to avoid inhalation of fumes for everyone in the vicinity of the sealing operation. Safety precautions should include: 1. protective clothing to prevent skin contact with hot material. 2. Care when adding product to molten to reduce splashing. 3. Careful operation and control of wands or our pots which are used to apply product. 4. Traffic and pedestrian control measures which meet or exceed local requirements to prevent access to work areas while product is still in a molten state. 5. Avoidance of material fumes. 6. Proper application configurations with a minimum amount of excesses of material. 7. Appropriate clean up of excessive applications or product spills.

Additional Information: Additional information regarding these products is available by contacting your distributor or Crafo, Inc. This information includes 1) Product Data Sheets, 2) Material Safety Data Sheets, 3) Safety Manual, 4) Sealant Selection Guide.
### GENERAL

CRAFCO RoadSaver 221 sealant is a single component, hot-applied petroleum based pavement crack and joint sealant which meets all requirements of ASTM D3405 and AASHTO M301. The sealant exceeds requirements of ASTM D1190, AASHTO M173 and Federal Specification SS-S-164. RoadSaver 221 is supplied in solid block form which is easily melted. When properly applied, RoadSaver 221 will form a long lasting resilient seal which is flexible and extensible at sub-zero temperatures and which resists tracking at summer temperatures. RoadSaver 221, can be applied to pavement cracks and joints using either pressure feed melter applicator units or pour pots. RoadSaver 221 is suited for sealing cracks and joints in both asphalt and portland cement concrete highway and airfield pavements in moderate to cooler climates.

### SPECIFICATION CONFORMANCE

<table>
<thead>
<tr>
<th>Test</th>
<th>ASTM D3405 Spec. Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cone Penetration</td>
<td>90 max.</td>
</tr>
<tr>
<td>Flow</td>
<td>3mm max.</td>
</tr>
<tr>
<td>Resilience</td>
<td>60% min.</td>
</tr>
<tr>
<td>Bond, -20°F (-29°C), 50% ext.</td>
<td>Pass 3 cycles</td>
</tr>
<tr>
<td>Asphalt Compatibility</td>
<td>Compatible</td>
</tr>
<tr>
<td>Recommend Pour Temperature</td>
<td>380°F (193°C)</td>
</tr>
<tr>
<td>Safe Heating Temperature</td>
<td>410°F (210°C)</td>
</tr>
</tbody>
</table>

### APPLICATION

The unit weight of CRAFCO RoadSaver 221 is 10.0 lbs. per gallon (1.30 kg/L) at 60°F (15.5°C). Prior to use, the user must read and follow Application Instructions for Hot Applied Asphalt Rubber, Asphalt Rubber Plus, Polyflex and RoadSaver Sealants (December 1997) to verify proper product selection, heating methods, pavement preparation procedures, application geometry, usage precautions and safety procedures. These instructions are provided with each pallet of sealant.

### PACKAGING

Packaging consists of individual boxes of sealant which are palletized into shipping units. Boxes contain a non-adherent film which permits easy removal of the sealant. Each pallet contains 72 boxes which are stacked in six layers of 12 boxes per layer. The weight of sealant in each box does not exceed 40 lbs. (18kg) and pallet weights do not exceed 2,880 lbs. (1310kg). Pallets of sealant are weighed and product is sold by the net weight of product. Sealant boxes are manufactured from double wall kraft board producing a minimum bursting test certification of 350 psi (241 N/cm²) and using water resistant adhesives. Boxes use tape closure and do not contain any staples. Boxes are labeled with the product name, part number, lot number, specification conformance, application temperatures and safety instructions. Palletized units are protected from the weather using a two mil thick plastic bag, a weather and moisture resistant cap sheet and a minimum of two layers of six month u.v. protected stretch wrap. Pallets are labeled with the product part number, lot number and net weight. Application instructions are provided with each pallet in a weather resistant enclosure.

### WARRANTY

CRAFCO, Inc. warrants that CRAFCO sealants meet applicable ASTM, AASHTO, Federal or State specifications at time of shipment. Techniques used for the preparation of the cracks and joints prior to sealing are beyond our control as are the use and application of the sealants; therefore, CRAFCO shall not be responsible for improper application or misused sealants. Remedies against CRAFCO, as agreed to by CRAFCO, are limited to replacing nonconforming product or refund (full or partial) of purchase price from CRAFCO, Inc. All claims for breach of this warranty must be made within three (3) months of the date of use or twelve (12) months from the date of delivery by CRAFCO, Inc. whichever is earlier. There shall be no other warranties expressed or implied. For optimum performance, follow CRAFCO recommendations for sealant installation.
APPLICATION INSTRUCTIONS
Hot Applied Asphalt Rubber, Asphalt Rubber Plus, PolyFlex and RoadSaver Sealants

January 1998

Read Before Using This Product

General: These application instructions pertain to the following Crafo Sealant Products.

Asphalt Rubber Sealants: 34232, 34233, 34234, 34235, 34236, 34237, 34239, 34240, 34243, 34245

Polyflex Sealants: 34516, 34518, 34521, 34525

Asphalt Rubber Plus and RoadSaver Sealants: 34200, 34201, 34205, 34210, 34211, 34221, 34222, 34230, 34231, 34241, 34242, 34514, 34515, 34520, 34522, 34530, 34534, 34535

These sealants are hot-applied single component rubberized asphalt products which are supplied in solid block form in packages. To use, the product is removed from the package, heated in an appropriate melter, and then applied to pavement cracks and joints. Specifications, climate and usage applicability for each sealant are shown on the Sealant Product Data sheets.

Melting: These sealants must be melted in a jacketed double boiler type melting unit with effective agitation system. The heat transfer oil in the melting unit should not exceed 525F (274C) during melting of the sealant. The unit must be capable of safely heating the sealant to 410F (210C). Caution: Do not agitate when adding new blocks of sealant because splashing may occur. Prior to applying sealant, it should be heated to between the recommended pour temperature and the safe heating temperature which is shown on sealant containers.

Application Methods: Application is best performed with pressure feed wand systems from a sealant melter applicator unit. Lower viscosity sealants can also be applied using gravity feed pour pots. Higher viscosity sealants (typically Asphalt Rubber and Asphalt Rubber Plus) may be difficult to apply using pour pots.

Pavement Temperatures: Sealant should be applied when the pavement surface temperature exceeds 40F (4C). Application at lower temperatures may result in reduced adhesion due to possible presence of excess moisture or ice in cracks or joints. If the surface temperature is lower than 40F (4C), it may be warned by appropriate methods to achieve the minimum required temperature. If conditions require that sealant be performed at lower surface temperatures than 40F (4C), extreme care should be used to ensure that the cracks or joints are dry and free from ice and other contaminants. Sealant temperature should be maintained at the safe heating temperature. Applied sealant should be checked by qualified personnel to assure that adequate adhesion is developed.

Pavement Cleaning Procedures: For best performance, cracks or joints should be cleaned using appropriate routing, brushing or blowing operations to remove intact bonding surfaces which are free from all dust, moisture or other contaminants. Typical equipment types used include routers, power brush devices, air compressors, water blasters, heat lances, diamond saws, and sand blasters. Equipment types and methods used should be chosen to yield the required results.

Application Configurations: These sealants are applied to cracks and joints in configurations ranging from thin band-aids to saw cuts. For best performance, the sealant depth-to-width ratio should not exceed 2 to 1. The lower the depth-to-width ratio (1 to 1 for example), the better the performance. To reduce pick up by vehicle tires or damage due to snow plow abrasion, sealant height should not exceed 1/8" (3 mm.) above the pavement surface.

Asphalt Cracks: Cracks should be routed to a minimum width of 3/8 inch (1cm) and a minimum depth of 1/2 inch (1.3cm). Following appropriate cleaning, sealant should be applied to a slightly overfilled condition and then leveled to less than a 1/8 inch (3mm) thickness with a squeegee or sealing shoe to produce a band which is 2 to 4 inches (5 to 10cm) wide and is centered over the crack.

Concrete Joints: Backer Rod (ASTM D5249, Type 1) use is required for best sealant performance in concrete joints. Conventional joint design requires that the sealant be recessed approximately 1/4 inch (6mm) below the pavement surface. Recently available performance data, however, indicates that hot applied sealants perform much better in concrete joints if the joint is slightly overfilled and then leveled to a maximum height of 1/8 inch (3mm) above the pavement surface with a slight (less than 2 inch, 5cm) overlap on each top joint edge.

Application Life: Application life at application temperatures is approximately 12 to 15 hours. Application life may be extended by adding fresh blocks of sealant as quantity in the kettle decreases. The sealant should be agitated while being applied. The sealant may be reheated to application temperature once, after the initial heat up. Additional reheating of the material may result in degradation of properties. When the application life has been exceeded, Crafo Asphalt Rubber Plus and RoadSaver sealants will begin to thicken, become "stringy" and may then gel. If this should occur, the sealant should immediately be removed from the kettle and discarded. Asphalt Rubber and PolyFlex sealants will tend to soften when overheated or heated for too long.

Application Precautions: These products are adhesive and flexible materials used to seal cracks and joints in highway and airfield pavements. In certain situations, additional consideration needs to be given to product selection and application geometries.
1. **Parking lots and other areas subjected to slow moving traffic and pedestrians:**

   The sealant used must be stiff enough at hot summer temperatures to resist pick up and application must be performed so that the sealant is not applied on top of the pavement surface. Several Crafo sealants are well suited for these uses as follows.

   **Maximum Average**
   **Summer Temperatures**  |  **Suggested Sealants**
   95F (35C) +  |  34533, 34200, 34521
   95F (35C) -  |  34532, 34534

   Use of the wrong product for the climatic area and/or use of inappropriate (excessive) applications of sealant can result in pick up and tracking. To reduce initial sealant tackiness immediately after sealant application, Crafo DETACK can be used. For additional information, refer to the Crafo brochure, Sealing Cracks in Parking and Pedestrian Areas.

2. **Pavement which will receive an Overlay, Surface Treatment, or Seal Coat:**

   In these situations, the sealant will be subjected to effects from heat from the overlay; and carriers for the surface treatments and seal coats. If sealant is applied on top of the pavement, and an overlay is then placed, bumps and shoving can occur in the overlay. Refer to the Crafo Sheet "Bumps in Overlays Don't Have To Happen", for more information. Solvents or other carriers in surface treatments or seal coats may soften sealant. Prior to placing a surface treatment or seal coat, a test strip should be placed to verify compatibility of the sealant and treatment. If it is desired to place a surface treatment or seal coat quickly after sealant application, Crafo DETACK can be applied to the sealant to reduce tack.

3. **High Severity Cracked Areas:**

   Extensively cracked areas of pavements (such as alligator or fatigue cracks in wheel paths) should not be sealed by covering the cracks with sealant because pavement friction may be affected. Areas with extensive cracking can be crack sealed if followed by a surface treatment or overlay which restores surface characteristics.

4. **Fuel or Oil Spill Areas:**

   These sealant products will soften if subjected to fuel and oil spillage, therefore, they should not be used in these areas.

**CLEAN UP:** If equipment being used requires clean out of pumps and plumbing, follow the manufacturer's clean out instructions. If solvent is used for clean out, insure that the solvent does not contaminate the sealant because sealant dilution and flash problems may occur.

**STORAGE:** Pallets of boxed product are protected with a weather resistant covering. During storage, the protective wrap must be kept on the pallets to prevent boxes from getting wet. If boxes are subjected to moisture, they may lose strength and crush resulting in pallet leaning. If rips in the pallet covering occur during handling, they should be repaired to help maintain packaging integrity. Pallets should be stored on a level surface which is dry and has good drainage. Pallets should not be stacked because crushing of bottom layers may occur. Sealant material properties are not affected by packaging deterioration.

**SAFETY PRECAUTIONS:** Since these sealants are heated to elevated temperatures, it is essential that operations be conducted in manners which assure safety of personnel. All associated with use of the material need to be aware of the hazards of using hot applied materials and safety precautions. Before use, the crew should read and understand product use and safety information on each box of sealant and the product MSDS. This sheet which is supplied with each shipment, describes the characteristics of the product as well as any potential health hazards and precautions for safe handling and use. User should check D.O.T. requirements for transportation of sealant at elevated temperatures (above 212F).

**HAZARDS ASSOCIATED WITH HOT APPLIED MATERIALS:** Skin contact with hot applied materials causes burns. Over exposure to fumes may cause respiratory tract irritation, nausea, or headaches. Appropriate precautions need to be taken to prevent contact with the hot material and to avoid inhalation of fumes for everyone in the vicinity of the sealing operation. Safety precautions should include: 1. protective clothing to prevent skin contact with hot material. 2. Care when adding blocks of product to molters to reduce splashing. 3. Careful operation and control of wands or pour pots which are used to apply product. 4. Traffic and pedestrian control measures which meet or exceed local requirements to prevent access to work areas while product is still in a molten state. 5. Avoidance of material fumes. 6. Proper application configurations with a minimum amount of excesses of material. 7. Appropriate clean up of excessive applications or product spills.

**ADDITIONAL INFORMATION:** Additional information regarding these products is available by contacting your distributor or Crafo, Inc. This information includes 1) Product Data Sheets, 2) Material Safety Data Sheets, 3) Safety Manual, 4) Sealing Cracks and Joints in Parking and Pedestrian Areas, 5) Bumps in Overlays, 6) Shoulder Joint Sealing, 7) Sealant Selection Guide.
GENERAL  Crafo Roadsaver Silicone Sealant is a uniquely formulated low modulus non-sag sealant produced for sealing joints in portland cement pavements. The sealant is supplied as a ready-to-use one component moisture curing system which provides a lasting and flexible seal. Crafo Roadsaver Silicone Sealant can be used in all typical concrete joint applications on highway and airfield pavements. Crafo Roadsaver Silicone Sealant offers outstanding weathering resistance, remains flexible down to temperatures as low as -50°F (-46°C), is jet-blast resistant and will maintain field serviceability when exposed to intermittent fuel and oil spills. The sealant bonds strongly to portland cement concrete joints without the use of a primer. Roadsaver Silicone Sealant is applied to pavement joints using bulk dispensing system units such as those available from manufacturers including Pyles and Graco.

SPECIFICATION CONFORMANCE  Crafo Roadsaver Silicone conforms to specifications of many highway departments, federal agencies, and FAA Airports for low modulus silicone. The Crafo recommended specification is:

**Uncured Properties**
- Extrusion Rate (ASTM C603) or Extrusion Rate (Mil 8802)
- Tack Free Time (ASTM C679) (1) (ASTM D2202)

**Cured Properties**
- Through Cure Time, 1/2" x 1/2" (12mm x 12mm) (1)
- Elongation (ASTM D412-C) (2)
- Stress at 150% (ASTM D412-C) (2)
- Shore A Hardness (ASTM D2240) (2)
- Specific Gravity (ASTM D792-A) (2)
- Adhesion to Concrete (Mil 8802) (3)
- Bond and Movement Capability (3)
- +/- 50% (ASTM C719)
- Accelerated Weathering (ASTM C793) (2)
- Bond to Mortar (AASHTO T112) (3)
- Tensile Adhesion (4), % ASTM D5329

**Specification Limits**
- 25 sec. max.
- 75-250 g/min.
- 25-90 minutes
- 0.3 in. (.75 cm) max.
- 14 day max.
- 800% min.
- 45 psi max.
- 20 max.
- 1.15-1.515
- 20 psi (3.5 kg/cm) min.
- Pass
- Pass 5,000 hours
- 50 psi minimum
- 400% minimum

**NOTES:**
1. Tested at 77 ± 3°F (25±2°C) and 50 ± 5% humidity.
2. Specimens shall be obtained from 1/8 inch (3mm) thickness sheets of material which has been cured for 7 days at 77 ± 3°F (25±2°C) and 50 ± 5% relative humidity.
3. Specimens cured for 28 days at 77 ± 3°F (25±2°C) and 50 ± 5% humidity prior to testing
4. Specimens shall be 1/2" x 1/2" x 2" (1.2cm x 1.2cm x 5.0cm), cured 7 days at 77 ± 3°F (25±2°C) and 50% ± 5 relative humidity.

APPLICATION  The unit weight is 10.5 pounds (4.7 kg) per gallon. One gallon will seal 150 feet (45.7m) of 1/2 inch (1.2cm) wide by 1/4 inch (0.6cm) deep joint. Exact yield will vary depending on thickness of sealant, waste, application techniques, etc. For detailed application procedures, refer to the Crafo Application Instructions for Roadsaver Silicone Sealant (December 1995).

PACKAGING  Roadsaver Silicone Sealant is packaged in plastic lined open head 55 gallon (208 L) drums which contain 50 gallons (189 L) of material. Additionally, for small applications the sealant is available in plastic 5 gallon (19 L) pails and quart (0.95 L) caulking tubes.

STORAGE LIFE  Store Crafo Roadsaver Silicone Sealant out of direct sunlight, in a cool, dry location. Sealant should not exceed 90°F (32°C), or be exposed to excessive humidity. Storage life is approximately six months from date of shipment.

WARRANTY  CRAFCO, Inc. warrants that CRAFCO sealants meet applicable ASTM, AASHTO, Federal or State specifications at time of shipment. Techniques used for the preparation of the cracks and joints prior to sealing are beyond our control as are the use and application of the sealants; therefore, Crafo shall not be responsible for improperly applied, stored, or misused sealant. Remedies against Crafo, Inc., as agreed to by Crafo, are limited to replacing nonconforming product or refund (full or partial) of purchase price from Crafo, Inc. All claims for breach of this warranty must be made within three (3) months of the date of use or twelve (12) months from the date of delivery by Crafo, Inc. whichever is earlier. There shall be no other warranties expressed or implied. For optimum performance, follow Crafo recommendations for sealant installation.
READ BEFORE USING THIS PRODUCT

GENERAL
Crafco RoadSaver Silicone SL Sealant is a low modulus silicone which offers the performance and durability characteristics of conventional silicones with the ease of installation of self-leveling materials. Crafco RoadSaver Silicone SL is supplied as a ready to use one component moisture curing system which provides a lasting and flexible seal. Crafco RoadSaver Silicone SL Sealant offers outstanding weathering resistance, remains flexible down to temperatures as low as -50°F (-6°C), is jet blast resistant and will maintain field serviceability when exposed to intermittent fuel and oil spills. The sealant bonds strongly to concrete joints without the use of a primer. Crafco RoadSaver Silicone SL can be used in all typical concrete joint applications on highway and airfield pavements in all climates. RoadSaver Silicone SL Sealant is applied to concrete joints using bulk dispensing system units such as those available from manufacturers including Pyle/Graco and Johnstone. The leveling characteristics insure that the required joint wetting for development of appropriate adhesion occurs, no tooling is required.

SPECIFICATION CONFORMANCE
Crafco RoadSaver Silicone SL Sealant conforms to specifications for low modulus silicones for many highway departments, federal agencies and the FAA. The product also meets and exceeds all requirements of ASTM D5893. "Standard Specification for Cold-Applied Single Component, Chemically Curing Silicone Sealant for Portland Cement Concrete Pavements" for type SL sealants. In the following specifications several of the D5893 parameters are more restrictive to better reflect properties of RoadSaver Silicone SL.

<table>
<thead>
<tr>
<th>ASTM D5893 Physical Requirements</th>
<th>Crafco RoadSaver Silicone SL Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cure Evaluation</td>
<td></td>
</tr>
<tr>
<td>Rheological Properties (ASTM D2020)</td>
<td></td>
</tr>
<tr>
<td>Extension Rate (ASTM C1183)</td>
<td></td>
</tr>
<tr>
<td>Tack Free Time (ASTM C 679)</td>
<td></td>
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<tr>
<td>Effect of Heat Aging (ASTM C 792)</td>
<td></td>
</tr>
<tr>
<td>Bond, -35°C (-32°F), 100% Extension</td>
<td></td>
</tr>
<tr>
<td>Non-Immersed</td>
<td></td>
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<tr>
<td>Water Immersed</td>
<td></td>
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<tr>
<td>Oven-Aged</td>
<td></td>
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<tr>
<td>Hardness (ASTM C 661)</td>
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<tr>
<td>-20°C (-20°C), Type A2</td>
<td></td>
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<tr>
<td>23°C (7°F), Type 00</td>
<td></td>
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<tr>
<td>Flow</td>
<td></td>
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<td>Rubber Properties in Tension</td>
<td></td>
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<tr>
<td>Ultimate Elongation</td>
<td></td>
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<tr>
<td>Stress at 150% Elongation</td>
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<tr>
<td>Effects of Accelerated Weathering</td>
<td></td>
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<tr>
<td>Resilience</td>
<td></td>
</tr>
<tr>
<td>Additional properties of RoadSaver Silicone SL Sealant are:</td>
<td></td>
</tr>
<tr>
<td>Specific Gravity (ASTM D792-9) (1)</td>
<td></td>
</tr>
<tr>
<td>Adhesion to concrete (MIL-R800) (2)</td>
<td>1.10-1.40</td>
</tr>
<tr>
<td>Bond and movement capability +/- 50% (ASTM C719) (2)</td>
<td>20 psi (0.5 kg/cm) min.</td>
</tr>
<tr>
<td>Bond to mortar (AASHTO T132) (2)</td>
<td>50 psi (3.4 kN/m) min.</td>
</tr>
<tr>
<td>Textile Adhesion, % (ASTM D3329) (3)</td>
<td>600% min.</td>
</tr>
<tr>
<td>Notes: (1) Specimen shall be obtained from 1/8 inch (3mm) thickness sheets of material which has been cured for 7 days at 77 +/- 3°F (25+/-2°C) and 50 +/- 5% relative humidity.</td>
<td></td>
</tr>
<tr>
<td>(2) Specimen cured for 28 days at 77 +/- 3°F (25+/-2°C) and 50 +/- 5% humidity prior to testing.</td>
<td></td>
</tr>
<tr>
<td>(3) Specimen shall be 1/2&quot; x 1/2&quot; x 2&quot; (1.2cm x 1.2cm x 5.0cm), cured 7 days at 77 +/- 3°F (25+/-2°C) and 50 +/- 5% relative humidity.</td>
<td></td>
</tr>
</tbody>
</table>

APPLICATION
The unit weight is 10.7 pounds per gallon (1.28 kg/L). One gallon will seal 150 feet (45.7m) of 1/2 inch (1.2cm) wide by 1/4 inch (0.6cm) deep joint. Exact yield will vary depending on thickness of sealant, waste, application techniques, etc. Prior to use, the user must read and follow Application Instructions for RoadSaver Silicone Sealants (December 1997) to verify proper product selections, applicator pumps, pavement preparation procedures, application geometry, usage precautions and safety procedures. These instructions are provided with each drum of sealant.

PACKAGING
Roadsaver Silicone SL Sealant is packaged in plastic lined open head 55 gallon (208 L) drums which contain 50 gallons (189 L) of material. Additionally, for small applications the sealant is available in plastic 5 gallon (19 L) pails and quart (.95 L) caulking tubes.

STORAGE LIFE
Store Crafco RoadSaver Silicone Sealant out of direct sunlight, in a cool, dry location. Sealant should not exceed 90°F (32.2°C), or be exposed to excessive humidity. Storage life is approximately six months from date of shipment.

WARRANTY
CRAFCO, Inc. warrants that CRAFCO sealants meet applicable ASTM, AASHTO, Federal or State specifications at time of shipment. Techniques used for the preparation of the grout and joints prior to sealing are beyond our control as are the use and application of the sealant; therefore, Crafco shall be not responsible for improperly applied, reused, or missed sealant. Remedies against Crafco, Inc., as agreed to by Crafco, are limited to replacing non-conforming product or refund (full or partial) of purchase price from Crafco, Inc. All claims for breach of warranty must be made within three (3) months of the date of use or twelve (12) months from the date of delivery by Crafco, Inc., whichever is earlier. There shall be no other warranties expressed or implied. For optimum performance, follow Crafco recommendations for sealant installation.
GENERAL: Crafo Roadsafer Silicone sealants are uniquely formulated low modulus sealants produced for use in sealing joints in portland cement concrete pavements. The sealant is supplied as a single component moisture curing material which provides a lasting weather resistant flexible seal.

JUNCTION PREPARATION: New Joints: A minimum cure time of 7 days is recommended before sealing new concrete. To obtain sufficient sealant performance joint spacing should be approximately 20 feet (6m). For optimum performance, joint spacing should be no greater than 20 feet (6m). Joint reservoir depth for 3/8 inch (1 cm) wide joints should be 1 to 1-1/4 inch (2.5 - 3.2cm), and 1/2 inch (1.2cm) wide joints, 1-1/4 to 1-1/2 inch (3.2-3.8cm). A minimum 1/4 inch (6mm) wide joint is recommended. A double cut joint design as illustrated on the back of this page is recommended. This design will help support the sealant and may prevent failure in the wheel paths if non-compressible materials accumulate on the pavement surface and traffic loads continue. We recommend the widening cut not be sawn any deeper necessary for proper sealant configuration. After sawing, immediately flush the joints with water to remove a majority of the saw slurry. After the joints have dried, just prior to applying sealant the remaining residue must be removed by sandblasting “Both joint faces must be adequately sandblasted to remove remaining traces of sawing residue”. For effective sandblasting, the nozzle should be positioned within 2 inches (5cm) of the surface being cleaned. After sandblasting the joint should be thoroughly cleaned using clean compressed air with a minimum pressure of 90 psi. Moisture traps are required on compressor unit. The object of the above cleaning operations is to provide vertical, intact, and clean bonding surfaces which are free from all contaminants and are dry. Joints should be carefully inspected to assure that an appropriate level of cleanliness has been achieved. This can be accomplished by rubbing your finger along each joint face, if any evidence of dust and contaminants occur, additional sandblasting should be performed until all dust and contaminants are removed.

Re-sealing: Old sealant should be removed by any appropriate method such as using a joint plow, a router, or a hose. After removal of old sealant, the joint is to be saw cut to an appropriate width to provide clean vertical bonding surfaces which are free from contamination by old sealant. As a general rule, the joint should be sawn to a width which is between 1/8 inch and 1/4 inch (3-6mm) wider than the original joint. The same joint depths listed in the “New Concrete” section should be used. For reservoir, width of 3/4 inch (1.9cm), joint depth shall be a minimum of 7/8 inch (4.8cm). The additional sandblasting and cleaning operations contained in the above “New Concrete” section should then be followed.

Note: Air voids may develop with self-leveling sealant if the moisture content of the pavement and ambient temperature is high. This phenomenon generally occurs when the sealant has been applied to joints in green concrete during hot and humid conditions. Warm ambient temperatures accelerate pavement hydration and the release of moisture vapors. These moisture vapors will migrate through partially cured material creating air pockets. When the sealant has obtained a full cure no bubbles will develop. A test section should be performed to determine if conditions are adequate so air voids do not develop. Using a non-sag silicone sealant will greatly reduce the risk of air pocket formation. Contact Crafo for further information.

BACKER ROD PLACEMENT: After completion of the joint preparation operation and final cleanliness inspection, backer rod should be placed in the joint. A closed cell, expanded polyethylene foam rod should be used. The rod serves as a bond breaker, preventing the sealant from bonding to the bottom of the new joint and avoiding excessive stress. It also controls the depth of the sealant bead. The backer rod should be oversized by about 25 percent to form a tight fit in the joint and provide adequate support for proper sealant placement. Tight fit is critical. Self-leveling sealant seeks its own level and will flow into and through any voids. Backer rod can be installed by hand, but a roller device is recommended to speed installation and provide a more uniform depth. Do not puncture backer rod during installation. The following chart lists recommendations for backer rod diameter and depth of installation.

<table>
<thead>
<tr>
<th>JOINT WIDTH</th>
<th>BACKER ROD DIAMETER</th>
<th>INSTALLATION DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/8 in (.6 cm)</td>
<td>3/8 in (1 cm)</td>
<td>1/2 in (1.2 cm)</td>
</tr>
<tr>
<td>3/8 in (1 cm)</td>
<td>1/2 in (1.2 cm)</td>
<td>1/2 in (1.2 cm)</td>
</tr>
<tr>
<td>1/2 in (1.2 cm)</td>
<td>5/8 in (1.6 cm)</td>
<td>1/2 in (1.2 cm)</td>
</tr>
<tr>
<td>5/8 in (1.6 cm)</td>
<td>3/4 in (1.9 cm)</td>
<td>5/8 in (1.6 cm)</td>
</tr>
<tr>
<td>3/4 in (1.9 cm)</td>
<td>1 in (2.5 cm)</td>
<td>3/4 in (1.9 cm)</td>
</tr>
<tr>
<td>1 in (2.5 cm) up</td>
<td>Contact Crafo</td>
<td>Contact Crafo</td>
</tr>
</tbody>
</table>
APPLICATION: RoadSaver Silicone sealant is applied to pavement joints using air powered bulk dispensing systems such as those available from manufacturers including Pyles and Graco or standard caulking guns. The applicator unit must be free of all residue left from other brands of silicone to eliminate contamination and assure proper sealant performance. During application, the sealant is dispensed directly from its container through the applicator hose, wand and nozzle and into the prepared joint. The joint should be filled from the bottom up. RoadSaver Silicone SL sealant is self-leveling and does not require tooling.

RoadSaver Silicone NS sealants are not self-leveling, and must be tooled to the proper geometry. Tooling must be accomplished before the sealant forms a surface skin of cured material (preferably within 5 minutes after application). Tooling may be accomplished using a variety of tools including sections of backer rod, or other appropriately shaped objects. Tooling should be performed so that the sealant is forced against the joint sidewalls and backer rod and so that the sealant forms a recessed concave surface. The recess (NS and SL Products) will vary according to the following joint widths:

<table>
<thead>
<tr>
<th>JOINT WIDTH</th>
<th>RECESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4 in (.6 cm)</td>
<td>1/4 in (.6 cm) minimum</td>
</tr>
<tr>
<td>3/8 in (1 cm)</td>
<td>1/4 in (.6 cm) minimum</td>
</tr>
<tr>
<td>1/2 in (1.2 cm)</td>
<td>1/4 in (.6 cm) minimum</td>
</tr>
<tr>
<td>5/8 in (1.6 cm)</td>
<td>1/4 in (.6 cm) minimum</td>
</tr>
<tr>
<td>3/4 in (1.9 cm)</td>
<td>3/8 in (1 cm) minimum</td>
</tr>
<tr>
<td>7/8 in (2.2 cm)</td>
<td>3/8 in (1 cm) minimum</td>
</tr>
<tr>
<td>1 in (2.5 cm)</td>
<td>1/2 in (1.2 cm) minimum</td>
</tr>
<tr>
<td>1 in (2.5 cm) up</td>
<td>Contact Crafoor</td>
</tr>
</tbody>
</table>

For optimum performance, the width of the sealant bead should be approximately two times the depth. Never install RoadSaver Silicone sealant to a depth greater than the joint width (1 to 1). Sealant bead should be a minimum 1/4 inch (.6cm) thick but no greater than a 1/2 inch (1.2cm) thick.

During application, ambient temperature should be a minimum of 40°F (4C) and the joints must be completely clean and dry for adhesion to fully develop.

SEALANT CURING: After application, RoadSaver Silicone sealant will begin to cure and form a surface skin, generally within 30 minutes. Traffic should be kept off the sealed areas until the sealant is "tack free" as indicated by touching. RoadSaver Silicone will cure throughout within 14 days after application to form a strongly bonded long lasting seal.

CLEAN UP: Uncured sealant can be removed from equipment and tools with solvents such as naphtha or mineral spirits. All hoses and lines in the application equipment should be flushed immediately after use. Extra RoadSaver Silicone in drums should be covered with the plastic liner to prevent exposure to air and the drums should be closed before storing until the next use.

STORAGE LIFE: Store Crafo RoadSaver Silicon Sealant out of direct sunlight, in a cool, dry location. Sealant should not exceed 90°F (32C), or be exposed to excessive humidity. Storage life is approximately six months from date of shipment.

SAFETY PRECAUTIONS: Prior to use, please read the RoadSaver Silicone sealant Material Safety Data Sheet for establishing appropriate practices during use and application.

TYPICAL JOINT DESIGN:

![Typical Joint Design](image)

ADDITIONAL INFORMATION: Additional information regarding these products is available by contacting your distributor or Crafo, Inc. This information includes 1) Product Data Sheets, 2) Material Safety Data Sheets, 3) Safety Manual, 4) Sealant Selection Guide.
• Low modulus – the sealant stretches 100 percent in the joint with very little force. This places very little strain on the bond line or joint wall. This maximizes the probability of a successful seal with continuous joint movement. Joint movement caused by temperature, traffic and faulting requires a sealant that does not strongly resist stress and/or shear.

• Fully elastic – the sealant can be stretched to 100 percent or compressed to 50 percent of the joint bond width and held there. When released, it will recover 95 percent or greater of the original dimension. The extension and/or compression can be repeated many times and the sealant will resume its original shape without splits or cracks. Thus, when properly installed in a highway contraction joint, it does not “pump” out of the joint during compression. Nor does it split, crack or lose adhesion during extension.

• Resilient – once cured, the sealant prevents stones and other noncompressibles from entering the joint. By “squeezing” them out as soon as the force pushing these noncompressibles into the sealant is removed.

• Good weatherability – its 100 percent silicone rubber is virtually unaffected by sunlight, rain, snow, ozone or temperature extremes.

• Fast cure – typically, the sealant will have a tack-free surface in one hour or less. With this fast cure and recessed joint design, the road can be opened soon after sealing in most applications.

• Long-life reliability – under normal conditions, cured sealant stays rubbery from -45 to 149 C (-49 to 300 F) without tearing, cracking or becoming brittle.

• Compliance with performance requirements – meets and exceeds both Federal Specifications TT-S-001543A Class A (one-part silicone sealants) and TT-S-00230C Class A (one-component sealants) that were written for construction sealants requiring extremely high movement capability. Also meets Canadian Specification 19GP9 Type I and approximately 37 Department of Transportation (DOT) specifications that require a low-modulus sealant with high movement capability.

• The AASHTO-AGC-ARTBA Joint Committee (Task Group 23, Subcommittee on New Highway Materials) included a discussion of silicone joint sealants in its booklet titled “Guide Procedures for Concrete Pavement 4R Operations – 1986.” In addition, the Federal Aviation Administration has published the “FAA Engineering Brief Number 36 – Silicone Joint Sealants.” This publication approves the use of these materials in airfield situations.

USES

DOW CORNING 888 silicone joint sealant is especially effective for sealing transverse contraction and expansion joints, longitudinal, center line and shoulder joints in Portland Cement Concrete.

DOW CORNING 888 silicone joint sealant can be used as the original sealant in new concrete construction or as a remedial or repair sealant in old construction. In new construction, it provides the extra insurance needed if all the “shrink” or contraction cracks do not occur during the initial “weakening” step. Thus, two or three concrete lengths act in unison, stressing a sealant two or three times the design dimensions or movement.

For use in repair or remedial applications where other joint sealing materials have failed because of excessive movement or poor weatherability, DOW CORNING 888 silicone joint sealant can be used to seal irregularly shaped and/or spalled joints. Thus, the joints do not need reforming before sealing. These joints should be dry and free of all old sealing compounds.

LIMITATIONS

DOW CORNING 888 silicone joint sealant is not recommended for continuous water immersion. It should not be applied in totally confined spaces where the sealant is not exposed to atmospheric moisture. The sealant should never be applied to wet or damp concrete or installed during inclement weather. New concrete should be allowed to cure and dry for at least 7 days of good drying weather. For each day of rain that occurs during that period, an additional day should be added to the 7-day drying time. For “Fastrack” or high early concrete mixes, please contact your Dow Corning Technical Service Representative.

The sealant bead should be recessed below the pavement surface to prevent abraison from traffic and snow removal equipment.

The adhesion to substrates other than Portland Cement Concrete should be checked before performing full-scale sealing. Contact your Dow Corning Technical Service Representative.

HOW TO USE

Low-modulus DOW CORNING 888 silicone joint sealant easily withstands extreme joint movement when properly applied. The sealant will withstand 100 percent extension and 50 percent compression of the original joint width. However, the recommended joint movement design is for ±25 percent (50 percent total) and not at the sealant limits. This difference ensures a successful seal when job site joint widths are different than designed widths. Therefore, the joint design dimensions should be less than the ultimate sealant capability.

A thin bead of silicone sealant will accommodate more movement than a thick bead. DOW CORNING 888 silicone joint sealant should be no thicker than 1/2 inch (12.7 mm) and no thinner than 1/4 inch (6.4 mm). Within these limits, the sealant width-to-depth ratio should be 2:1.

In all cases, the sealant must be recessed below the pavement surface at least 3/8 inch with 1/2 inch recess being acceptable in wider joints (see Table I). Consideration should also be given to other possible road-working operations, such as diamond-grinding of the surface. Activities of this type would require the sealant bead to be recessed even deeper.

DOW CORNING 888 silicone joint sealant is a nonsag sealant. This allows its use in vertical curb joints as well as horizontal joints.

Being a non-leveling sealant, DOW CORNING 888 silicone joint sealant must be "tooled" to ensure good contact and adhesion as well as to control sealant depth and provide a recessed surface. Several devices can be used for tooing. Among the simplest and easiest to obtain is the expanded closed-cell polyethylene foam backer rod, which must be larger than the joint width.
TABLE I: RECOMMENDED BACKER ROD INSTALLATION (SHALLOW CUT)\(^1\)

<table>
<thead>
<tr>
<th>Joint Width</th>
<th>1/4&quot;</th>
<th>3/8&quot;</th>
<th>1/2&quot;</th>
<th>3/4&quot;</th>
<th>1&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sealant Thickness</td>
<td>1/4&quot;</td>
<td>1/4&quot;</td>
<td>1/4&quot;</td>
<td>3/8&quot;</td>
<td>1/2&quot;</td>
</tr>
<tr>
<td>Backer Rod Diameter</td>
<td>3/8&quot;</td>
<td>1/2&quot;</td>
<td>5/8&quot;</td>
<td>7/8&quot;</td>
<td>1 1/4&quot;</td>
</tr>
<tr>
<td>Total Joint Depth</td>
<td>1 1/2&quot;</td>
<td>1 1/4&quot;</td>
<td>1 1/4&quot;</td>
<td>1 3/4&quot;</td>
<td>2&quot;</td>
</tr>
</tbody>
</table>

*On road surfaces where grinding is planned at a later date, the sealant and backer rod should be installed so that the sealant is approximately 3/8 inch below the road surface after grinding is complete. An additional small amount should be added to allow for surface imperfections on the bottom and to provide room for old sealant to pump up from below during rehabilitation work in the summer months.

In new construction where the joint is a new cut, a shallow cut is recommended where the backer rod is placed on the "shelf" or bottom of the joint (see Figure 1). Recommended depths are shown in Table I. This design provides a firm support for sealant tooling, making the sealant easier to install, and further ensures good sealant/concrete contact. A shallow cut design also saves saw blades and time.

In repair work where previous sealing materials have been of a joint filling type rather than a joint sealing type, or where the joint is not broadened by sawing, a standard joint design is recommended in which the backer rod is slightly above the shelf. Extra space (1/4 inch to 1/2 inch) between the bottom of the backer rod and shelf should be provided to allow for possible "pumping" of old joint filling material from the bottom of the joint. It is recommended that care be given to selection of proper oversized backer, so that a firm tooling support is obtained (generally 1/4 inch larger than the joint works quite well). DOW CORNING 888 silicone joint sealant is part of a system that must include the proper backer rod and proper installation procedures. The backer rod must be expanded closed-cell polyethylene foam. Where irregularly shaped joints exist, backer rod that is open-cell with an impervious skin is recommended to ensure a tight fit. Several other back-up materials (paper, fibrous ropes and open cell foam) are available, but have proven to be unacceptable. There are several manufacturers of closed-cell polyethylene foam and any may be used.

Please refer to the Pocket Installation Guide for more information on applications, preparation and installation information.

CAUTION

Before handling sealant, read product and material safety data sheets for detailed use and health information.

Direct contact with uncured sealant may irritate eyes slightly. Avoid eye contact. Do not handle contact lenses with sealant on hands. In case of eye contact, flush eyes with water for 15 minutes.

Uncured sealant may cause injury if swallowed in large amounts. Do not put in mouth. If swallowed, obtain immediate medical attention.

Toxicology studies indicate that repeated, prolonged over-exposure to N-MA causes adverse reproductive effects in laboratory animals. Avoid breathing vapors. Do not use in poorly ventilated spaces. Avoid prolonged skin contact.

KEEP OUT OF REACH OF CHILDREN.

SHIPPING LIMITATIONS

None.

STORAGE AND SHELF LIFE

When stored in original, unopened containers at or below 32 C (90 F), DOW CORNING 888 silicone joint sealant has a shelf life of 6 months from date of shipment. Keep containers tightly closed.
PACKAGING
DOW CORNING 888 silicone joint sealant is supplied in 29-fl oz (857-mL) disposable plastic cartridges, 4.5-gal (17-L) bulk pails, and 40-gal (151-L) bulk drums.

SAFE HANDLING INFORMATION
PRODUCT SAFETY INFORMATION REQUIRED FOR SAFE USE IS NOT INCLUDED. BEFORE HANDLING, READ PRODUCT AND MATERIAL SAFETY DATA SHEETS AND CONTAINER LABELS FOR SAFE USE, PHYSICAL AND HEALTH HAZARD INFORMATION. THE MATERIAL SAFETY DATA SHEET IS AVAILABLE FROM YOUR DOW CORNING REPRESENTATIVE, OR DISTRIBUTOR, OR BY WRITING TO DOW CORNING CUSTOMER SERVICE, OR BY CALLING (517) 496-6000.

LIMITED WARRANTY – PLEASE READ CAREFULLY
Dow Corning believes that the information contained in this publication is an accurate description of the typical characteristics and/or uses of the product or products, but it is your responsibility to thoroughly test the product in your specific application to determine its performance, efficacy and safety. Suggestions of uses should not be taken as inducements to infringe any particular patent. Unless Dow Corning provides you with a specific written warranty of fitness for a particular use, Dow Corning's sole warranty is that the product or products will meet Dow Corning's then current sales specifications. DOW CORNING SPECIFICALLY DISCLAIMS ANY OTHER EXPRESS OR IMPLIED WARRANTY, INCLUDING THE WARRANTIES OF MERCHANTABILITY AND OF FITNESS FOR USE. Your exclusive remedy and Dow Corning's sole liability for breach of warranty is limited to refund of the purchase price or replacement of any product shown to be other than as warranted, and Dow Corning expressly disclaims any liability for incidental or consequential damages.

DOW CORNING CORPORATION
MIDLAND, MICHIGAN 48686-0994

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PMA4028
**Dow Corning® 890-SL Self-Leveling Silicone Joint Sealant**

1. **PRODUCT NAME**
   Dow Corning® 890-SL Self-Leveling Silicone Joint Sealant

2. **MANUFACTURER**
   Dow Corning Corporation
   Midland, Michigan 48666-0994
   Phone: (517) 496-6000
   FAX: (517) 496-4586

3. **PRODUCT DESCRIPTION**
   Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is a one-part, cold-applied, easy-to-use, self-leveling silicone material that cures to an ultralow-modulus silicone rubber upon exposure to atmospheric moisture. The cured silicone rubber remains flexible over the entire temperature range expected in pavement applications.

   Asphalts paving materials have low tensile strengths. This requires a sealant that can seal the joint while placing only minimal stress on the asphaltic joint face.

   Because of its ultralow-modulus characteristics and good extension/compression recovery (+100/-50 percent of original joint width), Dow Corning 890-SL Self-Leveling Silicone Joint Sealant gives outstanding performance in highway, airport and bridge joints in which extreme movement occurs.

   **Dow Corning 890-SL Self-Leveling Silicone Joint Sealant** is designed to perform as a durable joint seal for asphalt and/or concrete pavements.

   Because of its ability to firmly adhere to asphalt and concrete pavements, Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is particularly suitable for long-term sealing of asphalt to concrete shoulder joints, while its primary use is for asphalt-to-asphalt and concrete-to-concrete expansion joints. (See Limitations.)

   Dow Corning 890-SL Self-Leveling Silicone Joint Sealant features include:
   - Easy to use – self-leveling (no tooling step), one-component, cold-applied, ready-to-use as supplied; dispensed directly from the bulk container into the joint by hand or with an air-powered pump.
   - All-temperature gunnability – consistency and self-leveling characteristics are relatively unchanged over normal installation temperature range.
   - Unprimed adhesion – primer is not required for bonding to asphalt or Portland Cement Concrete. For optimum adhesion, the surface must be clean, dry and frost-free.
   - Seals irregular surfaces – the sealant’s self-leveling characteristics make it ideal for sealing irregular joint surfaces by providing adequate contact to the substrate without the need for tooling.
   - High movement capability – the sealant will perform in a continuous joint movement of +100/-50 percent.
   - Ultralow modulus – the sealant stretches to 100 percent in the joint with very little stress on the bond line or joint wall. This maximizes the probability of a successful seal with continuous or gradual joint movement. Joint movement caused by temperature, shrinkage, traffic, etc., requires a sealant that does not strongly resist stress and/or shear.
   - Fully elastic – the sealant can be stretched to 100 percent or compressed to 50 percent of the joint width and held there. When released, it will recover 95 percent or greater of the original dimension. The extension

### TYPICAL PROPERTIES
These values are not intended for use in preparing specifications or joint designs, but for comparison of rubber properties.

<table>
<thead>
<tr>
<th>As Supplied</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Color</td>
<td>Dark gray</td>
</tr>
<tr>
<td>Flow, Sag or Slump</td>
<td>Self-leveling</td>
</tr>
<tr>
<td>Extrusion Rate, grams per minute</td>
<td>275-550</td>
</tr>
<tr>
<td>Percent Solids, percent minimum</td>
<td>96</td>
</tr>
<tr>
<td>Specific Gravity</td>
<td>1.26-1.34</td>
</tr>
<tr>
<td>Skin-Over Time, at 25°C (77°F), minutes (maximum)</td>
<td>60</td>
</tr>
<tr>
<td>Cure Time, at 25°C (77°F), days</td>
<td>14-21</td>
</tr>
<tr>
<td>Full Adhesion, days</td>
<td>14-21</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>As Cured—after 21 days at 25°C (77°F) and 50 percent RH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elongation, percent minimum</td>
</tr>
<tr>
<td>Joint Modulus, at 50 percent Elongation, psi (kPa) maximum</td>
</tr>
<tr>
<td>Joint Modulus, at 100 percent Elongation, psi (kPa) maximum</td>
</tr>
<tr>
<td>Joint Modulus, at 150 percent Elongation, psi (kPa) maximum</td>
</tr>
<tr>
<td>Adhesion to Concrete, minimum percent Elongation</td>
</tr>
<tr>
<td>Adhesion to Asphalt, minimum percent Elongation</td>
</tr>
<tr>
<td>Joint Movement Capability, +100/-50 percent, 10 cycles</td>
</tr>
</tbody>
</table>

Specification Writers: Please obtain a copy of the Dow Corning Sales Specification for this product and use as a basis for your specifications. It may be obtained from any Dow Corning Sales Office, or from Dow Corning Customer Service in Midland, MI, Call (517) 496-6000.
and/or compression can be repeated many times and the sealant will resume its original shape without splits or cracks.

* Resilient – once cured, the sealant prevents stones and other noncompressibles from entering the joint by “squeezing” them out as soon as the force pushing the noncompressibles into the sealant is removed.

* Good weatherability – its 100 percent silicone rubber is virtually unaffected by sunlight, rain, snow, ozone or temperature extremes. Most organic sealants stiffen in cold temperatures and soften in warm weather. Organics also degrade and crack in sunlight.

* Cure time – typically, the sealant will have a skin-over time of one hour or less. With a recessed joint design, the road can be opened to traffic soon after sealing in most applications.

* Long-life reliability – under normal conditions, cured sealant stays rubbery from -45 to 149°C (-50 to 300°F) without tearing, cracking or becoming brittle.

Basic Uses: Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is designed for sealing joints in asphalt and/or concrete pavements.

Dow Corning 890-SL Self-Leveling Silicone Joint Sealant can be used as the original sealant in new highway construction or as a remedial or repair sealant in old construction. In new construction, it provides a long-lasting seal that will prolong the life of the pavement and prevent water and noncompressibles from entering into the joint and damaging the pavement and foundation.

For use in repair or remedial applications where other joint sealing materials have failed because of excessive movement or poor weatherability, Dow Corning 890-SL Self-Leveling Silicone Joint Sealant can be used to seal irregularly shaped and/or spalled joints. These joints should be clean, dry and free of all old sealing compounds.

Limitations: Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is not recommended for continuous water immersion. It should not be applied in totally confined spaces where the sealant is not exposed to atmospheric moisture. The sealant should never be applied to wet or damp asphalt or concrete pavements or installed during inclement weather.

New concrete must be allowed to cure and dry for at least 7 days of good drying weather. For each day of rain that occurs during that period, an additional day should be added to the 7-day drying time.

For “Fastrack” or high early concrete mixes, please contact your Dow Corning technical service representative.

The sealant bead must be recessed below the highway surface to prevent abrasion from traffic and snow removal equipment.

The asphalt and concrete pavements should be sound and without signs of deterioration. If the asphalt pavement shows signs of deterioration, sealing the joint may result in further damage to the asphalt.

Several variables can affect the suitability of an asphalt pavement for

---

### Table 1: Recommended Backer Rod Installation (Shallow Cut)

<table>
<thead>
<tr>
<th>Joint Width, inch</th>
<th>1/4</th>
<th>3/8</th>
<th>1/2</th>
<th>3/4</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sealant Thickness, inch</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/4</td>
<td>1/2</td>
</tr>
<tr>
<td>Backer Rod Diameter, inch</td>
<td>3/8</td>
<td>1/2</td>
<td>5/8</td>
<td>7/8</td>
<td>1/4</td>
</tr>
<tr>
<td>Total Joint Depth, inch</td>
<td>1-1/4</td>
<td>1/4-1/4</td>
<td>1/4-1/4</td>
<td>1/4-1/4</td>
<td>3/4-2</td>
</tr>
</tbody>
</table>

*On road surfaces where grinding is planned at a later date, the sealant and backer rod should be installed so that sealant is approximately 3/8 inch below the road surface after grinding is complete. An additional small amount should be added to allow for surface imperfections on the bottom and to provide room for old sealant to pump up from below during rehabilitation work in the summer months.*

### Table 2: Recommended Backer Rod Installation (Shallow Cut) – Metric Equivalents

<table>
<thead>
<tr>
<th>Joint Width, mm</th>
<th>6.35</th>
<th>9.53</th>
<th>12.7</th>
<th>19.1</th>
<th>25.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sealant Thickness, mm</td>
<td>6.35</td>
<td>6.35</td>
<td>6.35</td>
<td>6.35</td>
<td>9.53</td>
</tr>
<tr>
<td>Backer Rod Diameter, mm</td>
<td>9.53</td>
<td>12.7</td>
<td>15/8”</td>
<td>22.2</td>
<td>31.8</td>
</tr>
<tr>
<td>Total Joint Depth, mm</td>
<td>25.4-28.6</td>
<td>28.6-31.8</td>
<td>31.8-34.9</td>
<td>41.3-44.5</td>
<td>57.2-60.3</td>
</tr>
</tbody>
</table>

*On road surfaces where grinding is planned at a later date, the sealant and backer rod should be installed so that sealant is approximately 9.53 mm below the road surface after grinding is complete. An additional small amount should be added to allow for surface imperfections on the bottom and to provide room for old sealant to pump up from below during rehabilitation work in the summer months.*

2. Joint sawed deep enough to allow backer rod/sealant placement and space for pumping of old sealant compounds. NOTE: This applies to standard joints only; void space beneath backer rod in new construction is not needed.

3. Proper backer rod placement to prevent three-sided adhesion.

4. Sealant installed to proper depth and width.

5. Sealant recessed a minimum of 3/8 inch to 1/2 inch (9.53 mm to 12.7 mm) below pavement surface.

6. Depth of lowest slab determines the amount of recess required if grinding is anticipated; once grinding is complete, the sealant will have proper recess below the pavement surface.

Joint sealing, including thickness, mix type compaction, age and overall structural integrity of the asphalt pavement.

In addition, pavements with poor base conditions, including numerous patches, misaligned slabs and mid-slab cracking, are not candidates for saw and sealing techniques.

Suitability of Dow Corning 890-SL Self-Leveling Silicone Joint Sealant for sealing asphalt expansion joints should be determined by thoroughly testing the product in your specific applications. For further details, please contact your Dow Corning technical service representative.

Joints should be prepared by saw cutting and not routing. Routing of asphalt and concrete pavements can cause microfractures in the pavement that can lead to poor joint performance.

Not intended for medical use.

Packaging: Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is supplied in 29-fl oz (857-ml) disposable plastic cartridges, 4.5-gal (17-L) bulk pails, and 50-gal (189-L) bulk drums.

Shipping Limitations: None.

Storage and Shelf Life: When stored in original, unopened containers at or below 32°C (90°F), Dow Corning 890-SL Self-Leveling Silicone Joint Sealant has a shelf life of 6 months from date of shipment from Dow Corning. Keep containers tightly closed.

4. TECHNICALDATA


5. INSTALLATION

Joint Design: Ultra-low-modulus Dow Corning 890-SL Self-Leveling Silicone Joint Sealant easily withstands extreme joint movement when properly applied. The sealant will withstand 100 percent extension and 50 percent compression of the original joint width. However, the recommended movement design is for +50 percent and -25 percent and not at the sealant limits. This difference ensures a successful seal when job site joint widths are different than designed widths. Therefore, the joint design dimensions should be less than the ultimate sealant capability.

A thin bead of silicone sealant will accommodate more movement and result in less bond line stress than a thick bead. Dow Corning 890-SL Self-Leveling Silicone Joint Sealant should be no thicker than 1/2 inch (12.7 mm) and no thinner than 1/4 inch (6.4 mm). Within these limits, the sealant width-to-depth ratio should be 2:1.

In all cases, the sealant must be recessed below the road surface at least 3/8 inch (9.53 mm) with 1/2 inch (12.7 mm) recess being acceptable in wider joints. (See Tables I and II.)

Application: Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is an easy-to-use, self-leveling sealant that does not require a separate tooling step as conventional, non-sag sealants do. Because the sealant is self-leveling, it cannot be used on vertical surfaces.
Before attempting to seal joints in new asphalt, the asphalt must be given sufficient time to cool and to "cure," so that damage will not result from sawing. This time will depend upon a number of factors, such as mix design, time of year for placement, geographic location and past experiences. The asphalt must also be completely dry prior to sealant installation.

In new construction where the joint is a new cut, a shallow cut may be used where the backer rod is placed on the bottom of the joint. (See Figure 1.) A shallow cut saves time and saw blades.

In repair or remedial work where previous sealant materials have failed, care should be taken to completely remove the failed sealant from the joint faces. A standard joint design is recommended in which the backer rod is slightly above the shelf. Extra space should be provided to allow for possible "pumping" of old failed joint sealant that may have fallen below the joint.

When Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is used for sealing asphalt pavements, additional joint preparation steps must be used. Cracks that have formed in the asphalt pavement must be totally removed by saw cutting. This can be accomplished by saw cutting along both sides of the crack, exposing freshly cut and sound asphalt joint faces.

When Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is used to seal asphalt-to-concrete shoulder joints, care must be taken to ensure that the asphalt is completely removed from the concrete face to which the sealant will be bonding. This can be accomplished by saw cutting tightly along the concrete. A fresh and sound joint face must also be prepared in the asphalt by saw cutting.

Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is part of a system that must include the proper backer rod and proper installation procedures. Please refer to Dow Corning's Installation Guide for Silicone Pavement Sealants (Form No. 61-507) for more information on applications, preparation and installation.

Caution: Before handling sealant, read product and material safety data sheets for detailed use and health information.

Direct contact with uncured sealant may irritate eyes slightly. Avoid eye contact. Do not handle contact lenses with sealant on hands. In case of eye contact, flush eyes with water for 15 minutes.

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6. AVAILABILITY AND COST

Availability: Dow Corning 890-SL Self-Leveling Silicone Joint Sealant is available from Dow Corning Corporation and its authorized distributors.

Cost: Contact your local Dow Corning representative. See list on the last page for the nearest Dow Corning sales office.
THE D.S. BROWN COMPANY is an Ohio-based, wholly American-owned manufacturer of rubber products for the construction industry.

Founded in 1890 and incorporated in 1949, The D.S. Brown Company has become a leader in extruded rubber seals and gaskets in the past 31 years. Working with custom compounds, developed in-house, excellent results have been achieved in close tolerance shapes for sealing purposes. As early as 1960, the company was producing the first generation of neoprene highway compression seals. These were improved upon and marketed under the tradename "DELASTICO" here and abroad.

Working closely with state highway departments and consulting firms, the quality and specifications of the products are kept to the current state of the art. Inquiries about the systems described herein are welcomed. This brochure is primarily intended as a selection guide and general background information for the products presented.

Material

Unless noted otherwise, the DELASTIC preformed compression seals are extruded from compounds of neoprene (polychloroprene) which meet the current applicable ASTM Standard Specifications for concrete pavements or bridges. (See back cover.)

Installation

In all instances, the joint sides must be reasonably clean and free of spalls with a properly designed width. Depending on seal size and type, tools are available for sale or rental (see back cover) to facilitate insertion. Lubricant-adhesives are used in most applications. THE D.S. BROWN COMPANY markets "Delastiseal" (meeting ASTM D 2835 standards) and "Delastibond" (urethane-based, 60% solids) to lubricate and bond during the installation of the seal with the joints. The desirable installation temperature on outdoor job sites ranges from a maximum of 75-80°F (seals become difficult to install at higher readings) to a low of 35-40°F (the lubricant/adhesives have impared effectiveness in cold air.)

Delivery

The extrusions are shipped on either reels, spools, or in boxes in ordered lengths, marked as required by the customer. The lubricant/adhesives are supplied in one or five gallon containers, clearly labeled with the necessary data.

DELASTIC "E" AND "V" SERIES

The "E" and "V" series Delastic* preformed neoprene seals are the primary sealing system for concrete pavement slabs in all major applications - primarily in concrete roadways, airport aprons and runways.

Preformed neoprene seals are designed to prevent the entry of harmful and damaging particles and moisture into the concrete joint. The seal performs this duty by exerting constant compressive force on the joint face while allowing the concrete to expand and contract due to temperature and physical changes that may occur.

Delastic* preformed neoprene seals are recognized by the FHWA, Corps of Engineers, U.S. Air Force, consulting engineers and other agencies as a long-lasting and effective concrete pavement joint seal.

As joint seals receive increasing attention in the industry, the superior life cycle value of The D.S. Brown preformed neoprene compression seal becomes apparent. Some of the other benefits that accompany the use of our preformed neoprene compression seal is its ability to seal joints in concrete where high moisture is present, its resistance to jet fuel, the speed of installation, cleanliness of the product, ease of inspection and the dramatic reduction in concrete joint spalling.

The D.S. Brown Company is the only manufacturer of the preformed neoprene seal in the industry that also markets its product, this allows The D.S. Brown Company to offer both the service and quality the customer requires.

DELASTIC*, and DELASTALL*, are registered trademarks of THE D.S. BROWN COMPANY.
"E" AND "V" SERIES PAVEMENT SEALS

<table>
<thead>
<tr>
<th>Delastic® Seal Catalog No.</th>
<th>SEAL CHARACTERISTICS</th>
<th>JOINT DESIGN CRITERIA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nominal Width (in)</td>
<td>Nominal Height (in)</td>
</tr>
<tr>
<td>E-437</td>
<td>7/16</td>
<td>15/16 (23.81)</td>
</tr>
<tr>
<td>V-562</td>
<td>9/16</td>
<td>11/16 (24.76)</td>
</tr>
<tr>
<td>V-687</td>
<td>11/16</td>
<td>13/16 (26.84)</td>
</tr>
<tr>
<td>V-812</td>
<td>13/16</td>
<td>15/16 (28.31)</td>
</tr>
<tr>
<td>E-1006</td>
<td>1</td>
<td>1 (25.40)</td>
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<td>E-1253</td>
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<td>V-1625</td>
<td>1-5/8</td>
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<td>E-2000</td>
<td>2</td>
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<tr>
<td>E-2500</td>
<td>2-1/2</td>
<td>2-1/2 (32.77)</td>
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<tr>
<td>E-3000</td>
<td>3</td>
<td>2-1/2 (32.00)</td>
</tr>
</tbody>
</table>

NOTES: * Thickness of seal wall and internal web are not drawn to scale.  
1 Maximum movement that seal will accommodate in joint of correct design.  
2 A wider opening may not provide sufficient compressive force to hold seal in place.  

Metric dimensions shown in parentheses. (MM)

**SEAL SIZE CHART**

*120 Degree Temperature Variance Used

D.S. BROWN Catalog Number

- E-2000
- E-1625
- E-1253
- E-1006
- E-812
- E-687
- E-562
- E-437

1. Locate point on graph by slab length and joint opening.
2. Proceed to the right side of graph and order recommended catalog number.
3. Specifications are often used to determine seal size. Contact your D.S. BROWN representative for individual needs.
DELASTIC® Installation Tools
To facilitate seal installation, The D.S. Brown Company offers a complete line of self-manufactured tools and machines for sale or rental. From the simple handroller (Mark I) to the highly productive DELASTALL No. 104 automatic installing machine, the right tool for the right size seal is on hand for contractor customers.

Size Applications:
- Trough and Tapper for seals from 1-1/4 to 4 inches nominal width.
- MARK X for seals from 1-5/8 to 2-1/2 inches.
- MARK XX for seals from 3 to 6 inches.
- DELASTALL No. 104 Auto-Installer primarily for pavement seals (7/16 to 1-5/8 inches).

Lubricants
"Delastiseal" and "Delastibond" are the names of the lubricant/adhesives supplied by The D.S. Brown Company. Specification sheets are available when required. The sales/service personnel of the seal division is glad to advise on type and quantity of lubricant required.

MateriaL Specifications
For concrete pavement seals (E and V series), ASTM Standard Specification D 2628-81 apply (not reproduced here). For series H and CV, the ASTM Standard Specification for PREFORMED POLYCHLOROPRENE ELASTOMERIC JOINT SEALS FOR BRIDGES, Designation D 3542-82 is met. (See table to the right.) Lubricant/adhesives shall conform to ASTM 2935/ASTM D-4070 respectively.

<table>
<thead>
<tr>
<th>ASTM D3542-82 Physical Requirements for Preformed Elastomeric Joint Seals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requirements</td>
</tr>
<tr>
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</tr>
<tr>
<td>Tensile strength, min. psi (MPa)</td>
</tr>
<tr>
<td>Elongation at break, min. %</td>
</tr>
<tr>
<td>Hardness, Type A durometer, points</td>
</tr>
<tr>
<td>Oven aging, 70 h at 212°F (100°C)</td>
</tr>
<tr>
<td>Weight change, max. %</td>
</tr>
<tr>
<td>Delamination, % loss</td>
</tr>
<tr>
<td>Oil swell, ASTM Oil No. 3, 70 h at 212°F (100°C)</td>
</tr>
<tr>
<td>Weight change, max. %</td>
</tr>
<tr>
<td>Ozone resistance:</td>
</tr>
<tr>
<td>Deflection, min. %</td>
</tr>
<tr>
<td>Low-temperature recovery:</td>
</tr>
<tr>
<td>Deflection, min. %</td>
</tr>
<tr>
<td>High-temperature recovery:</td>
</tr>
<tr>
<td>Delamination, % loss</td>
</tr>
<tr>
<td>Compression-deflection properties:</td>
</tr>
<tr>
<td>LC min. %</td>
</tr>
<tr>
<td>LC max. %</td>
</tr>
<tr>
<td>Movement range, %</td>
</tr>
</tbody>
</table>

The D.S. Brown Company
P. O. Box 158 • 300 East Cherry Street • North Baltimore, Ohio 45872-0158 • U. S. A.
Telephone: 419-257-3561 • FAX: 419-257-2200
LABORATORY TEST REPORT - ASTM D-2628

Date 7-11-97

Delastic Preformed Joint Sealer Part No. V-687 Lot No. 

Width 11/16" Remarks TYPICAL

<table>
<thead>
<tr>
<th>Property</th>
<th>Method</th>
<th>Test Results</th>
<th>Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile strength, psi</td>
<td>D-412</td>
<td>2258</td>
<td>2000 min.</td>
</tr>
<tr>
<td>Elongation at break, %</td>
<td>D-412</td>
<td>450</td>
<td>250 min.</td>
</tr>
<tr>
<td>Hardness, Type A Durometer</td>
<td>D-2240</td>
<td>56</td>
<td>55 ± 5</td>
</tr>
<tr>
<td>Oven aging, 70 hr. @ 212°F</td>
<td>D-573</td>
<td>-2</td>
<td>-20 max.</td>
</tr>
<tr>
<td>Tensile strength, % change</td>
<td></td>
<td>-5</td>
<td>-20 max.</td>
</tr>
<tr>
<td>Elongation, % change</td>
<td></td>
<td>9</td>
<td>0 to +10</td>
</tr>
<tr>
<td>Oil swell, ASTM oil 3, 70 hr. @ 212°F</td>
<td>D-471</td>
<td>30</td>
<td>45 max.</td>
</tr>
<tr>
<td>Weight change, %</td>
<td></td>
<td>NC</td>
<td>No Cracks</td>
</tr>
<tr>
<td>Ozone resistance, 20% strain</td>
<td>D-1149</td>
<td></td>
<td></td>
</tr>
<tr>
<td>300 pphm in air, 70 hr. @ 104°F</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low temperature stiffening, 7 days</td>
<td>D-2270</td>
<td>7</td>
<td>+15 max.</td>
</tr>
<tr>
<td>@ 14°F, hardness, points change</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High temperature recovery, %</td>
<td></td>
<td>95</td>
<td>85 min.</td>
</tr>
<tr>
<td>70 hr. @ 212°F, 50% deflection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low temperature recovery, %</td>
<td></td>
<td>99</td>
<td>88 min.</td>
</tr>
<tr>
<td>72 hr. @ 14°F, 50% deflection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low temperature recovery, %</td>
<td></td>
<td>94</td>
<td>83 min.</td>
</tr>
<tr>
<td>22 hr. @ -20°F, 50% deflection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compression - deflection, 80% nominal width, lb/in.</td>
<td></td>
<td>7.30</td>
<td>3.5 min.</td>
</tr>
</tbody>
</table>

IN WITNESS:

[Signature]

SUBSCRIBED AND SWORN TO BEFORE ME THIS

NOTARY PUBLIC - STATE OF OHIO
MY COMMISSION EXPIRES: March 10, 2002

Post Office Box 158 • 300 E. Cherry Street • North Baltimore, Ohio 45872-0158
Telephone: 419-257-3561 Fax: 419-257-2200
INSTALLATION and INSPECTION

STORAGE:

The Preformed Neoprene seal is delivered either in cardboard reels or large wooden cable reels. The proper storage of the cardboard reels requires the boxes be protected from moisture to keep the cardboard from deteriorating. The large wooden cable reels should be covered by a tarpaulin to keep the seal clean and damage free. The lubricant/adhesive should be kept from freezing.

JOINT PREPARATION:

To form the joint, a two-stage sawing operation is performed. The first saw-cut is designed for control cracking. The second saw-cut will create the proper shape factor for the Preformed Neoprene seal. This saw-cut is made using a water cooled diamond blade saw capable of holding a tolerance of ±1/16". The saw-cut is inspected for proper width, depth and the face of the joint must be at 90 degrees to the surface of the pavement. If spalling occurs due to the sawing operation, it must be repaired prior to seal installation. The longitudinal saw-cut operation is not performed until the pavement is determined to be level from one slab to the next. Any horizontal deviation greater than 1/16" from one slab to the next shall be corrected before sawing. If the horizontal deviation is not corrected the installation machines may experience difficulty in installing the seal.

Once the secondary saw-cut is made, the joint is pressure washed with clean water and blown out with compressed air. Sandblasting will be needed if called for in the specification of the project.

The joint is now ready for installation of the Preformed Neoprene seal. There have been various types of installation machines used over the last 30 years. The installation machine should be capable of installing the seal at the specified depth without cutting, nicking or twisting the seal. The installation machine also must be capable of installing the seal with 3% or less stretch. The D. S. Browns' Delastall® gasoline powered machine is capable of holding 5 gallons of lubricant/adhesive and a spool of seal. It has large powered compression wheels that deliver the Preformed Neoprene seal to the joint with minimal stretch, installing it to the proper depth (adjustable) while applying the lubricant/adhesive directly to the sides of the seal. Other installation machines on the market compress the seal by means of roller bearings. These roller bearings squeeze the neoprene ahead of the bearings and ultimately stretch the Preformed Neoprene, which results in poor performance and premature failure of the seal. Hand installation usually results in damage to the seal from the use of tools that puncture, or stretch the seals to over 20% their original length.

LUBRICANT/ADHESIVES:

The lubricant adhesive is used mainly to facilitate the installation of the Preformed Neoprene seal. The lubricant/adhesive must contain a minimum of 24% solids, be uniform, contain no lumps, have the
correct viscosity and have a drying time between eight and twenty minutes.

The containers of lubricant/adhesive should be labeled with the manufacturer’s name, catalog number, lot number, and expiration date. Also, an MSDS must accompany all shipments for the safety of the user.

The lubricant adhesive will begin thickening at 32°F. When sealing operations occur where the air temperature is below 32°F, the lubricant/adhesive should be stored in a heated warehouse until needed.

Cleaning of the equipment and tools in contact with the lubricant/adhesive is accomplished with the use of toluene or other applicable solvents. The disposal of the empty lubricant/adhesive containers remaining from the use of the Preformed Neoprene seal system should be properly disposed of in a class II licensed landfill (check local RCRA division of the EPA for details).

INSTALLATION SEQUENCE:

The proper installation sequence for Preformed Neoprene seal is to install the longitudinal seal first. After allowing the glue to dry (approximately 20 minutes), the longitudinal seal is cut with a sharp blade at the intersection of the transverse joint. The transverse joint seal is then installed through the cut in the longitudinal seal to form a tight intersection. The transverse seal should be installed in one continuous piece. The transverse seal will exert outward force on the end cut of the longitudinal seal to form a tight intersection.

INSPECTION:

Stretching the seal during installation is the major cause of premature failure of the Preformed Neoprene seal. Inspecting for stretch should be done very early in the sealing process. The inspection involves loosely laying a piece of Preformed Neoprene seal the entire width of the pavement and cutting it at the exact width of the pavement. The seal is then installed in the joint. Any excess amount of seal remaining at the end of the joint is due to stretch. The length of this excess is measured and a stretch percentage is calculated by dividing the excess length by the original length. Stretch greater than 3% is unacceptable; some projects specify stretch of 1% or less.

Proper depth of the seal is very important. If the seal is too deep, the joint will gather incompressible material and spall the concrete. If the seal is too shallow, the seal may receive abrasive wear from tire contact or be pulled out by snowplows. Therefore, it is recommended that the Preformed Neoprene seal be recessed 3/16" from the surface of the pavement ±1/16". When beveled joints are being sealed, the top of the seal should be 1/16" to 3/16" below the bottom edge of the bevel.

Visual inspection for twists, cuts, pop-ups, and separation of butt-joints shall be performed. A rule-of-thumb is any situation that causes the top outer edge of the seal from making contact with the face of the joint is unacceptable and must be repaired.
CONCLUSION:

Preformed Neoprene compression seals have been recognized by the F.H.W.A.3, Corps of Engineers and other agencies and consulting engineers as a long-lasting and effective concrete pavement joint seal. As joint seals receive increasing attention in the industry, the life-cycle value of the Preformed Neoprene compression seals becomes apparent. Some of the benefits that accompany the use of Preformed Neoprene compression seals is the ability to seal joints in "green" concrete where high moisture is present. Other benefits include speed of installation, cleanliness of product and the dramatic reduction in joint spalling when Preformed Neoprene seals are utilized.4

REFERENCES


CERTIFICATE OF COMPLIANCE
W-050 PAVEMENT EXPANSION JOINTS

DATE: January 5, 1999

TechStar Reference: TechStar Incorporated Invoice #9735
ODOT 180(97) Athens Co., Ohio

Customer: Kokosing Construction
886 McKinley Ave.
Columbus, OH 43222

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>2500 feet</td>
<td>W-050 Seal</td>
</tr>
</tbody>
</table>

This is to certify that the TechStar W-Seal and process used in the manufacture of the items supplied as above are in strict accordance with AASHTO and conform to the TechStar and Advanced Elastomer Systems material specifications. The W-050 Seal used was co-extruded of virgin Santaprene thermoplastic. Sufficient TechStar 1-K adhesive was supplied to complete all 2500 feet of pavement seal.

TechStar, Incorporated

[Signature]
Warren M. Brown
### PRODUCT DATA SHEET

**SANTOPRENE rubber 121-67 W175**

A black thermoplastic UV grade elastomer with good fluid resistance, formulated to replace thermoset elastomers such as EPDM, polybutadiene, and chlorosulfonated polyethylene. It can be processed using injection molding, extrusion (especially thin-wall), blow molding or other melt processing techniques. Supplied as free-flowing pellets in 25 kilogram (55 pound) moisture barrier bags.

<table>
<thead>
<tr>
<th>Property</th>
<th>Test Method</th>
<th>Test Unit</th>
<th>Typical Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardness, 5 second</td>
<td>TPE-0169 (ASTM D 2240)</td>
<td>Shore A</td>
<td>67</td>
</tr>
<tr>
<td>Specific gravity</td>
<td>TPE-0105 (ASTM D 752)</td>
<td></td>
<td>0.97</td>
</tr>
<tr>
<td>Tensile strength, ultimate*</td>
<td>TPE-0153 (ASTM D 412)</td>
<td>MPA (psi)</td>
<td>7.5 (1050)</td>
</tr>
<tr>
<td>Elongation, ultimate*</td>
<td>TPE-0153 (ASTM D 412)</td>
<td>percent</td>
<td>410</td>
</tr>
<tr>
<td>100% Modulus*</td>
<td>TPE-0153 (ASTM D 412)</td>
<td>MPA (psi)</td>
<td>3.0 (420)</td>
</tr>
<tr>
<td>Compression set, 168 hrs.</td>
<td>TPE-0016 (ASTM D 385, Method B)</td>
<td>percent @ 20°C (68°F)</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td></td>
<td>percent @ 100°C (212°F)</td>
<td>38</td>
</tr>
<tr>
<td>Tension set</td>
<td>TPE-0053 (ASTM D 412)</td>
<td>percent</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>kN/m @ 20°C (psi @ 70°F)</td>
<td>24.5 (140)</td>
</tr>
<tr>
<td>Tear strength</td>
<td>TPE-0056 (ASTM D 624)</td>
<td>kN/m @ 100°C (psi @ 212°F)</td>
<td>10.2 (58)</td>
</tr>
<tr>
<td>Brittle point</td>
<td>TPE-0089 (ASTM D 746)</td>
<td>°C (°F)</td>
<td>&lt;60 (&lt;-76)</td>
</tr>
</tbody>
</table>

Values are for injection molded plaques, side gated 62.5 mm x 117.5 mm x 3.0 mm (2.46" x 4.61" x 0.120")

* Properties are measured across the flow

For order assistance, call 1-800-ELASTOMer (1-800-352-7883).

---

**Advanced Elastomer Systems**

The worldwide leader in engineered TPEs
SANTOPRENE rubber 121-67 W175

KEY FEATURES

- Dielectric constant 2.3, dielectric strength at 3.17 mm (125 mil), 19.6 kv/mm (500 v/mil)
- Flame resistant HB material
- Continuous temperature rating 1000 hrs. @ 135°C (275°F)
- Excellent flex fatigue resistance
- Excellent ozone resistance
- Excellent UV resistance

Extrudes thin sections with excellent definition (down to 0.33 mm [1.3"] radius). Long runs with minimal build-up of material on screen packs or narrow die sections.

PROCESSING STATEMENT

SANTOPRENE thermoplastic rubber is a shear-dependent material that can be processed on conventional thermoplastic equipment for injection molding, extrusion or blow molding. SANTOPRENE rubber has a wide temperature processing window from 177 to 232°C (350 to 450°F). Desiccant drying for 3 hours at 82°C (180°F) is recommended. For extrusion, a general purpose screw with a compression ratio of 2.6 to 3.0 is recommended. Material can be recycled.

SANTOPRENE rubber is incompatible with acetal and PVC. Please consult our Material Safety Data Sheet and Rheology/Processing Brochure.

AGING PROPERTIES

- Retained properties after oven air aging 168 hrs. @ 150°C (302°F)
  - Retained tensile strength, 98%
  - Retained elongation, 97%
- Retained properties after 168 hrs. @ 160°C (320°F) in IRM 903 oil
  - Retained tensile strength, NA
  - Retained elongation, NA
  - Weight change, NA

For additional technical, sales, and order assistance:

ADVANCED ELASTOMER SYSTEMS, L.P.
388 S. Main Street
Akron, OH 44311-1059

Technical Assistance:
1-800-305-6070

Sales and Order Assistance:
1-800-392-7865

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W-Seal 050 Pavement Seal was installed as part of a pavement seal evaluation program under ODOT supervision. Expansion Joints were sawed in the new concrete roadway & four different manufacturer's sealing systems were installed to compare their relative performance. Two traditional Neoprene pre-formed seals were supplied as well as TechStar pre-formed W-Seal seal and a Silicone pourable sealant.

Each manufacturer was given a section of highway in each direction of traffic in the four lane highway to install their pavement seal material. Each expansion joint was sawed at 3/8" opening per ODOT specifications. Each manufacturer had approximately 25 joints in their section and 2500 feet of total joint. The joints were sawed and blown clean immediately prior to seal installation. The following photographs show the first installations of W-Seal pavement seal by the general contractor, Kokosing, to instruct laborers in the appropriate procedures for installing the W-050 Pavement Seal.
The Expansion Joints need to be blown clean of debris and adhesive should be applied to the internal surfaces of the sawed joint to permit installation of the W-Seal into the joint opening. W-050 Pavement Seal is made of Santoprene thermoplastic and is co-extruded with a stiff plastic to eliminate any stretching during improper installation. Because the W-Seal is "stretch-proof", a simple tool can be used to simplify the installation.

W-050 is laid out across the roadway parallel to the joint opening. The seal is fed through the head of the installation tool and then inserted into the open joint at an end of the pavement. The seal is then secured to prevent slippage with vice grips. The seal can then be installed using the hand tool.
Starting at the "secured" end, apply downward force on the handle of the installation tool. This downward pressure assures that its "installation head" does not lift from the surface as the W-Seal feeds through and properly positions itself in the joint opening.

Continue across the road and maintain a even downward pressure and continuous walking pace as the seal feeds through the tool into the sawed joint opening.
W-SEAL Pavement Installation, November 1997

Continue across the roadway. When the end of the roadway is reached the seal should be cut and run out through the tool.

The seal is now installed. Run the tool over the joint once with the seal already installed. This will push down on the W-Seal to assure it is below grade level by eliminating any high points in the seal.

The W-Seal is now completely installed and attention can be directed to the next saved joint to receive the seal. The adhesive used is a single component urethane requiring mixing of 4 parts adhesive with 1 part water prior to usage. Mixing requires several minutes of significant agitation and has a 20 minute pot life. Adhesive should be mixed as required to assure no spoilage.
A inspection was made of the TechStar W-Seal Pavement seal joints on August 20, 1998. 30 joints were installed with TechStar W-050 pre-formed seal. The location of the joints is at the end of the 1st Neoprene compression seal section (going Eastbound) & immediately before the section with open joints.

The W-Seal joints appear to be functioning excellently. The seal was installed at the correct elevation, being slightly below grade and in every joint except the last one (next to the open joints) had a top coating of adhesive as recommended for installation.

The W-Seal operates closer to the surface of the pavement than either the Neoprene seals or the silicone material. This minimizes the ability of large stones entering the joint opening above the seal and creating spalls when during joint closing.
Wabo® Compression Seals feature an internal elastomeric cross sectional web design which exerts pressure to the side walls and, therefore, effectively seals the expansion joint. Wabo® Compression Seals are installed with a lubricant adhesive and are designed to provide a watertight seal and reject incompressibles. Wabo® Compression Seals are recommended for sealing expansion joints in bridges, roadways, parking decks, buildings, water treatment plants, airfields, along with a variety of additional applications.

1. Material Composition
Wabo® Compression Seals are made of the highest quality neoprene and are, therefore, highly resistant to deterioration from exposure to weather, sunlight, oils, chemicals, heat, abrasion and impact.

2. Watertightness
The unique design of Wabo® Compression Seals allow them to exert a continuous and uniform force against the joint side walls, enabling them to accommodate any variation in joint width while preserving a watertight seal.

Refer to the Wabo® Compression Seal Specification and Installation Data Sheets for additional information on adhesives, installation procedures and system specifications.
2. WB and WC Series
The WB and WC series are specifically designed for concrete pavement and low stress applications. These seals handle movement requirements up to .975 inch. (25mm).

3. WE Series
The WE series are low height joints designed for low stress applications where pedestrian traffic is anticipated. These seals handle movement requirements up to 2.850 inches. (72mm).

** Different methods and specifications are often used when determining joint movements. Please contact your Watson Bowman Acme Representative to determine actual seal size for your particular need.
WABO COMPRESSION SEAL SPECIFICATION

A. GENERAL

This work shall consist of fabricating, furnishing and installing a bridge expansion joint device of the type shown on the plans, at the location shown on the plans, and in accordance with these specifications. The bridge expansion joint device shall seal the deck surface, gutters, curbs and parapets as indicated on the plans, and prevent water from seeping through the joint area. The Contractor shall state at the preconstruction conference the specific manufacturer and model number of the device he intends to furnish and install. Expansion joint device manufacturer shall be pre-qualified with a five year proven history of successful product manufacture and have A.I.S.C. Category III and/or C.W.B. shop approval.

The preformed elastomeric joint seal shall accommodate the movements indicated on the contract drawings.

B. DEFINITION

1. Preformed Elastomeric Joint Seal

The preformed virgin polychloroprene elastomeric joint seal shall feature a multiple-web design which exerts pressure to the side walls. The seal is designed to seal the joint and reject incompressibles.

All materials shall be as specified in the contract documents or as recommended by the supplier of the preformed elastomeric joint seal. The preformed elastomeric joint seal shall be referred to throughout this specification as the joint seal.

C. MATERIALS

The Contractor shall furnish a supplier's certification that the materials proposed for use on the project have been pretested and will meet the requirements as set forth in the supplier's current literature.

The supplier shall verify that the following components meet the list requirements.

1. Continuous Preformed Polychloroprene Elastomeric Joint Seal

The polychloroprene seal shall be supplied and installed in one continuous length. The shape of the gland shall promote self-removal of foreign material during normal joint operation. Requirements of the preformed polychloroprene elastomeric joint seal shall be in conformance with ASTM Specification D3542-83. The physical properties shall be in accordance with Table 1.
### TABLE 1: Physical Requirements For Preformed Elastomeric Joint Seals

<table>
<thead>
<tr>
<th>PHYSICAL PROPERTY</th>
<th>ASTM TEST METHOD</th>
<th>REQUIREMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tensile Strength, min., MPa</td>
<td>D-412</td>
<td>13.8 MPa</td>
</tr>
<tr>
<td>Elongation @ break, min, %</td>
<td>D-412</td>
<td>250</td>
</tr>
<tr>
<td>Hardness, Type A Durometer, points</td>
<td>D-2240 Modified</td>
<td>55 +/- 5</td>
</tr>
<tr>
<td>Oven aging, 70h @ 100°C</td>
<td>D-573</td>
<td>20</td>
</tr>
<tr>
<td>Tensile strength, max, % loss</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elongation, max, % loss</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardness, Type A Durometer, points change</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil Swell, ASTM Oil No.3, 70h @ 100°C</td>
<td>D-471</td>
<td>45</td>
</tr>
<tr>
<td>Weight change, max, %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ozone resistance</td>
<td>D-1149 Modified</td>
<td>no cracks</td>
</tr>
<tr>
<td>20% strain, 300 pphm in air</td>
<td></td>
<td></td>
</tr>
<tr>
<td>70h @ 40°C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low temperature stiffening, 7 days @ -10°C</td>
<td>D-2240</td>
<td>0 to + 15</td>
</tr>
<tr>
<td>Hardness, Type A Durometer, points change</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compression Set, 70h @ 100°C max.</td>
<td>D-395 Method B</td>
<td>40%</td>
</tr>
<tr>
<td></td>
<td>(modified)</td>
<td></td>
</tr>
</tbody>
</table>

2. **Lubricant Adhesive**

   The material used in bonding the preformed polychloroprene elastomeric joint seal shall be a one part moisture curing polyurethane and hydrocarbon solvent mixture meeting the requirements of ASTM D-4070-81.

### D. CONSTRUCTION REQUIREMENTS

The Contractor shall submit shop drawings in a timely fashion, after the award of contract. The joint seal shall be accurately set and installed at the correct grade and elevation and the correct joint opening as shown on the plans and on the shop drawings.

### E. METHOD OF MEASUREMENT

The work will be measured as the number of linear metres of joint seal completely installed. Measurement will be taken horizontally and vertically along the centerline of the joint system between the outer limits indicated on the Contract Plans. The words "completely installed" shall be interpreted to mean the joint seal in place with the following operations completed:

1. Concrete placed and finished
2. Epoxy mortar placed and finished
Once the joint groove is completed by forming or sawing, the compression seal is then installed.

The following procedures will minimize seal failures and increase the ease of installation:

1. Clean dirt, stones or standing water from joint using a brush or compressed air.
2. Apply Bonlastic Adhesive by brush, spatula or spray equipment to each inner joint face.
3. Position Wabo Compression Seal over the joint as shown above.
4. Compress bottom portion of Wabo Compression Seal and insert into joint as shown.
5. Complete installation by positioning Wabo Compression Seal within the joint to a depth required by the application involved.
APPENDIX  C

Profilometer Information and Data

- Inertial Profilometer Model 690DNC
- Output from Profilometer Runs
The Model 690DNC is a very accurate and repeatable, non-contact computer-based system which measures and records pavement profiles for highways, runways, or test tracks at speeds between 10 and 70 MPH (20 KPH-110 KPH). Using a patented, spatially-based processing method, pavement profiles are produced unaffected by variations in vehicle weight, speed, extremes in ambient air temperature, or pavement color and texture.

Profiles are measured in real time by a non-contact optical displacement measuring system and precision accelerometers in the right and left wheel paths. The accelerometers measure vehicle motion while the optical measuring system measures displacement between the vehicle body and the paved surface. These two inputs are fed into the system's on-board microcomputer which computes the road profile.

Pavement profile data points, taken every two inches, are averaged over a running twelve inch interval* and are stored as profile points on magnetic tape for every six inches of travel (displacement resolution is 0.010 inches [0.25 mm]). System outputs, including pavement profiles, can be displayed on the color graphics monitor, copied on the graphics printer, downloaded from magnetic tape to a central computer, or used simultaneously for the determination of real-time Response Type Ride Roughness Meters (RTRRM's) roughness indexes using a quarter car simulator program (Golden Car parameters).

The Model 690DNC meets the requirements of ASTM Standard E950 and has been purchased by the FHWA for AASHTO's AMRL and to calibrate RTRRM's. The system computes the Present Serviceability Index (PSI), or other indexes, based on RTRRM systems such as Root-Mean Square Acceleration (RMSA) index (ISO method), Mays Ride Meter (MRM), International Ride Index (IRI), PCA or COX Roadmeter, etc. One of the RTRRM-based indexes can be printed several times per mile (normalized to "inches per mile") or simulated later from the recorded profiles. A number of optional pavement management programs such as Bituminous Fill, Mill/Grind/Fill, and profile related programs like Rut Depth, Slab Fault, and Cross-Slope are available.

*Anti-Aliasing technique.
Operator's Station
Includes color graphics monitor to view recorded graphs of road profiles, and a data entry keyboard.

Color Graphics Monitor
This displays the computed profile measurement signals for the left and right wheel paths. Amplitude and distance scaling of measured profiles are selected prior to the measuring run and/or profile re-display runs.

Digital Distance Encoder
This provides the digital pulse signals to clock the system's computer which computes accurate profiles, distance traveled, and vehicle test speed.

Non-Contact Measuring System
Dual Model 3000 light beam non-contact vehicle-to-road displacement sensors and vertical vehicle motion servo accelerometers are used to accurately produce a profile. (The sensor and cross-slope gyroscope are optional for rut depth and cross-slope measurements.) A photocell pickup is used to accurately start and stop profile measurements using reflective markings on the road surface.

Interior Instrumentation
A microcomputer, magnetic tape drive, dual 5½" floppy disk drives, hard drive, graphics printer, and K. J. Law Engineers, Inc. Model 3000 Displacement Signal Processing Instrument are standard equipment.

SPECIFICATIONS

Test Principle: Longitudinal Profile Computed from Optical Displacement Measurement using an Inertial Reference Plane

Test Vehicle: Ford Model F250 ¾ Ton Van

Computer:
- Digital Equipment Corporation Micro
- DEC Color Graphics Monitor
- DEC Magnetic Tape Drive
- DEC Dual (5½") Floppy Disk Drive
- DEC Hard Drive
- DEC Keyboard
- DEC Graphics Printer

Instrumentation:
- K. J. Law Engineers, Inc.
  - Model 3000 Displacement Signal Processing Instrument
  - Light Beam Sensors (third sensor optional)
  - Precision Accelerometers
  - Cross-slope Gyroscope (optional)
  - Photocell Pickup

K. J. LAW ENGINEERS, INC.

23660 Research Drive, Farmington Hills, Michigan 48024, U.S.A.
Michigan customers, call (313) 478-5150; Outstate, call (800) 521-5245
Telex: 23-1179; FAX: (313) 478-5610
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