



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY E. PURDUE  
GOVERNOR

EUGENE A CONTI, JR.  
SECRETARY

February 1, 2012

**Addendum No. 1**

**Certified Mail**

Re: WBS: 12.102311, 12.202311, and 12.103611  
Cleveland County  
Description: Sealing Existing Pavement Cracks

**Bid Opening: February 14, 2012 @ 10:00 AM**

Gentlemen:

Reference is made to the Contract Proposal recently furnished to you on the above project.

Two updates have been made to the provision "Sealing Existing Pavement Cracks". Please see the attached revised page numbers 24 and 25:

- 1) The trailer mounted kettle is to be updated from the previous 190 gallon capacity to the new 125 gallon capacity.
- 2) Delete the paragraph regarding the weighted 60 pound packaging of sealant in polyethylene bags.

Please attach the enclosed pages to your **proposal package**.

The bid opening date has **not** been changed.

We appreciate your interest in bidding this project.

Sincerely,

A handwritten signature in black ink that reads "M. L. Holder".

Mike Holder, P.E.  
Division Engineer  
Twelfth Division

# Special Provisions

## SEALING EXISTING PAVEMENT CRACKS

(7-1-95)

SP6 R50

### **Description**

The work covered by this provision consists of sealing existing longitudinal and transverse pavement cracks with Sealant Type 2, PS/AR (hot-poured rubber asphalt) at locations as directed by the Engineer. The Contractor will not be required to seal the existing edge joints.

### **Materials**

Use Sealant Type 2, PS/AR (hot-poured rubber asphalt) meeting the requirements of Article 1028-2 of the *Standard Specifications*.

### **Construction Methods**

Install the sealant so that it forms a complete watertight bond with a high degree of elasticity, with maximum flexibility and longevity under extreme temperature ranges.

Use a HCA (hot compressed air) lance at all times to blast out any vegetation, dirt, dampness, and loose materials from the cracks.

Use a concentrated hot air jet that is a minimum of 3000°F in temperature and that has a minimum air jet force of 3000 feet per second of blasting.

Force open asphalt cracks, clean warm and dry, and have ready for the application of the preheated sealant for maximum crack sealability.

Preheat the sealant to correct temperature, using the air jacketed flow method to prevent the burning of the modified rubber in the sealant. Perform this by means of a trailer mounted 125 gallon safety tested crack sealant preheater melter kettle, with a horizontally mounted full sweep double paddle agitator.

Apply sealant in the prepared cracks at a temperature range of 370°F minimum and 420°F maximum, using the pressure screed shoe to completely fill the crack, leaving a sealed 2" overband. Excessive overbanding or waste of sealant materials will not be tolerated.

Do not apply the PS/AR sealant when the surface temperature of the pavement is below 32°F.

All cracks sealed must have a minimum of 1/8" depth of sealant installed.

After the crack has been sealed, promptly remove any surplus sealer on the pavement. Do not permit traffic over the sealed cracks without approval by the Engineer.

~~The sealant is to be packaged in polyethylene bags and placed in boxes that weigh approximately 60 pounds. The sealant may be packed in 60 pound boxes containing two polyethylene bags of sealant, which weigh approximately 30 pounds each. Boxes of sealant are to be palletized for shipment. The pallets are to be protected with a weatherproof covering. The Contractor is responsible for storage.~~

**The Contractor shall be required to use a squeegee immediately after the crack seal material is placed to minimize the height of the overband.**

### **Measurement and Payment**

*Sealing Existing Pavement Cracks* - The amount of the sealant material to be paid for will be the actual number of pounds of material that has satisfactorily been used to seal pavement cracks in the designated highway. Any material that has been spilled, used in excessive overbanding, wasted, misapplied, or unsatisfactorily used in any way will be deducted in determining quantities for payment. The Engineer will determine the quantity, if any, to be deducted. The Engineer's decision on the quantity to be deducted will be final and binding.

The above price and payment will be full compensation for all work required to seal the pavement cracks including but not limited to furnishing, hauling, loading and unloading, and storage of all sealant materials; cleaning and preparation of cracks to be sealed; application of sealant material in the prepared cracks; any clean-up; and any incidentals necessary to satisfactorily complete the work.

Payment will be made under:

<b>Pay Item</b>	<b>Pay Unit</b>
Sealing Existing Pavement Cracks	Pound

### **SCOPE OF WORK**

Furnish, deliver and place approx. 58,720 pounds of sealant Type 2 PS/AR (hot-poured rubber asphalt) to seal all cracks.