



D8 Focuses On Pavement Preservation

By Angela Eden
Public Information

District 8 will seal pavement cracks on more miles of road this winter than in recent years, in an effort that places greater emphasis on the preventive maintenance procedure.

Helping boost the mileage total has been the addition of a fourth crack sealing machine.

Sealing pavement cracks using a "hot-applied rubberized asphalt" has become an important district maintenance activity between November and April.

"The (crack-sealing) priorities are the (Springfield) metro area, concrete pavements and divided four-lane highways," said District Pavement Management Specialist Brad Brown.

This winter, cracks are being sealed on East Sunshine Street between Ventura Avenue and Route 65 in Springfield, on I-44 between Route 65 in Springfield and Route 125 in Strafford and on Route 60 between Cedar Gap in Wright County and Cabool in Texas County.

The crack-sealing procedure extends the life of the pavement. It helps seal out water to prevent freezing and thawing which cause pavement and road base deterioration.

"It's the number-one defense against potholes," said Springfield area Maintenance Superintendent Gary Loughrige.

Loughrige's crews in the Springfield and Republic areas have sealed several high-traffic routes, reducing the need for constant pothole patching.

On Glenstone Avenue (Bus. Route 65/Bus. Loop 44) between Bennett Street and Kearney Street, cracks were sealed several years ago and crews have had fewer pavement repairs to do, Loughrige said.

In the past 10 years, the material used to fill the cracks has improved. It

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Sealing Cracks Saves Repairs

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is engineered to expand in the summer and contract in winter, with the pavement.

Because the sealant lasts eight to 10 years, Loughrige said, "there is less interference with traffic, which is safer for the drivers and for our own people."

MoDOT crews use compressed air to blow debris out of the cracks. The sealant is heated to 360-degrees, pumped through a hose to a wand and squirted along the fissure. The material is then smoothed using a

squeegee to make sure no ridges remain. The smoother the material is applied, the less likely it will be pushed out of a crack by a snowplow blade.

The best crack-sealing weather is cool and dry.

"The ideal temperatures are between 35 degrees and 65 degrees," Loughrige said. "The cooler the temperature the faster the material sets up and the faster traffic can be let loose on it."

Crews average a mile a day.