Abstract

Transverse and longitudinal cracking is a major problem on some highways. With time, aggregate loss is the area of transverse cracks creates dipping. Dipping causes a rough ride for the travelling public. Dipping also increases maintenance costs.

A fourteen-year-old asphalt concrete pavement (ACP) on Highway 2:54 was scheduled for an overlay in 1998. In 1996 this highway was selected as a test section for spray patching.

The reasons for spray patching were:
1. to protect the existing pavement by sealing wide transverse and longitudinal cracks and
2. to try to reduce the amount of reflective cracking which takes place after an overlay.

The interim findings show that, on Highway 2:54, spray patching failed the performance test.