



PennDOT Maintenance First

Joint sealing is used to seal the joints on concrete roads while crack sealing is used to seal cracks on asphalt roads.

Crack sealing prevents water from seeping through cracks in an asphalt road, which can lead to potholes and pavement break up. Joint sealing prevents stones or other hard materials from being deposited between slabs on a concrete roadway. If a significant amount of material does get into the joints, the road cannot expand and contract with the changing temperatures and will ultimately break at the joints or the slab may buckle.

Crack sealing is done from April to July, while joint sealing is done from September through November. This time frame is utilized because this is when joints are fully open. Both types of operations require about eight workers, a dump truck, a heating kettle for the sealant and a device to apply the sealant.

These maintenance activities involve removing debris from the crack or joint to be sealed and then applying a liquid asphalt material.

JOINT & CRACK SEALING



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Although Pennsylvanians see PennDOT crews on the roads year round, they may not always realize the scope or importance of all of the work we do.

More common maintenance activities such as Joint & Crack Sealing don't receive as much public attention as building new bridges or highways, but they are integral to the maintenance of the state's 40,000 roadway miles and 25,000 bridges.

For more information, or for additional copies of the Maintenance First cards, please contact PennDOT's Press Office at 717-783-8800 or your local PennDOT District Press Office.

The Maintenance First Series was developed to help educate our customers about our more common maintenance operations.



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