

TECHNICAL SPECIFICATIONS:
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1. See below and the attached documents and drawings for technical specifications.

Depending on the amount of square footage identified and the per lineal foot cost, the District may not award all the locations identified on the Bid Form.

#### CRACK FILLING

- Route all cracks ¼" or larger with mechanical methods.
- Blow cracks clean with compressed air.
- Install hot rubber sealant.
- See map for exact areas to address.
- Some of these lots have been done previously and need additional crack sealing or the existing seal has sunk.
- Do not skip cracks as the District expects all cracks in the identified areas to be addressed.

#### CRACK SEAL MATERIAL

- Will be a hot-applied based product which is used to deal and fill cracks and joints in asphalt and Portland cement concrete pavements in moderate climates.
- Shall be supplied in solid form when melted and properly applied forms an adhesive and flexible compound that resists cracking in the winter and is resistant to flow at summer temperatures.
- Shall be used in highway, street and airfield pavements and is applied to pavement cracks and joints using either pressure feed melter applications
- Application temperature is a free flowing, self-leveling product.
- Crack sealing material shall meet all requirements of ASTM D6690 (AASHTO M 324), Type I, "Joints and Crack Sealants, Hot-applied, for Concrete and Asphalt Pavements" (formerly ASTM DI 190, AASHTO M 173) and Federal Specification SS-S-164.

2. Parking Lot Striping

- Re-stripe all existing lines and markings
- Use yearly schedule in bid proposal and maps to schedule/complete work
- Product shall be of reputable quality paint designed for parking lots. Submit product cut sheet for review and approval
- High quality - non diluted paint to be used
  - Yellow paint for normal parking spaces lines/symbols/cross walks
  - Blue paint for handicap spaces
  - Applied with airless walk behind/ride on striping machine