Joint Sealants/Crack Sealants (JS/CS) Technical Committee Meeting Minutes

Working Session # 11

Wednesday, June 11th, 2025 1:45PM – 3:15PM

1) 1:45PM-1:50PM – Call to Order and Introduction

a) The TC Chair (Allen Gallistel) introduced the Vice Chair (Matt Romero) and Laison (Vince Glick) to the attendees and exhorted new members to contact them if they wanted additional information about this program.

b) Slides showing the current TC members were displayed before the meeting began so that people could verify membership.

2) 1:50PM-2:10PM – Program Overview

a) The Chair showed a slide show with an overview of the program. The information included a description of PCC Joint Sealants (JS) and HMA Crack Sealers (CS). It showed details of field installation (highlighting the importance of moisture control) and the evaluation of these materials. The slides showed images and information of:
   i. the required equipment for installation and evaluation
   ii. worksheet examples
   iii. recommendations to have more than 1 rater

iv. visuals on the general operation (surface preparation) and inspection were presented
v. examples of failure types (cohesive, adhesive), spalling, debris retention, tracking, pull outs, and crack movement
vi. information about the Data User Guide was given, explaining the importance of looking at the SCN (sealant condition number) and how to interpret it

3) **2:10PM-2:20PM – 2022 North Dakota Test Deck Update**

a) Testing and reporting updates: The 3-year evaluation period was completed. The final data review and release was done by the Chair and should be made available soon.
b) Scott Wutzke (ND) provided his feedback from the host state perspective. He recognized the help from AASHTO and the Chair.
c) Saleh, from CRAFCO, expressed concerns with the challenges finding test decks for different climates as different products are formulated to work in specific environments.

4) **2:20PM-2:25PM – 2024 Arkansas Test Deck Update**

a) Testing and reporting updates: 1-year data completed. Field data reviewed and released. Lab data is being completed and released to manufacturers as it becomes available. It was shared that there were some equipment issues, but AASHTO has contracted a back-up lab and test should start shortly. MnDOT has completed two-thirds of the hot pours and is wrapping up this week; data should be released shortly.

b) Tammy Jernigan (AR) shared Arkansas experience using a slide show. She discussed the initial struggles with the asphalt test deck selection (not having enough cracks). Discussed final test deck locations, the

lesson learned and challenges with MOT, the number of people that participated (3 AR DOT employees, 1 AASHTO Staff member and 4 MOT / flagger personnel). Overall, everything went smoothly.

i. Products installed: 16 CS and 5 JS (1 hot applied, 4 cold applied)

c) Someone asked about the base or make up of the products, in particular on the joint sealants, and the Chair explained that all the information is available on DataMine. Allen also mentioned that all installation details, like surface preparation, are recorded in DataMine.

d) Crafco representative recognized both ND and AR and said they were great host states.

5) **2:25PM-2:30PM – Industry Interest for 2025**

a) There was a discussion about the reduced number of submittals received.
b) The Chair asked if there will be a need to host a test deck this year. He asked how many manufacturers are considering submitting products.
ii. Crafco asked the due date to submit. Allen explained that soon due to the weather and the time needed to prepare.
iii. Vince stated that they should submit by the end of June. It was also stated that if there is not enough participation, submissions will be made for next year.
c) Any state interested in hosting the 2025 or 2026 test deck, please contact TC leadership.

6) **2:30PM-2:35PM – Work Plan Review & Technical Edits**

a) Workplan revision was discussed.
i. Re-branding updates
ii. Field evaluation changes:
- Removed detailed pavement condition survey language (there was no spot to store plus it was not used much)

- crack movement requirements were revised
- removed weather and de-icing reporting to match current DataMine setup.

iii. Lab Evaluation Changes:
- clarified cold temperature cone preparation
- created a table for testing conditions for each type
- added an option for no-bonding test

b) There was a discussion on bonding test. It was stated that it will be per type and with no pass/test parameters (just to report). Options for materials that are not supposed to be evaluated for bond will be added. The Chair asked manufacturers if they would like to include this with a note stating that they are not meant to pass this test.
   i. Jay (Maxwell Products) pointed out that if states wanted, they could have a different test parameter.
   ii. Allen (TC Chair) expressed some concerns about using products with lower bonding parameters. Would states use these?
   iii. Industry representative highlighted that states can use the field data to evaluate if they performed well. He explained that weather conditions are important to consider when evaluating/accepting products.

Action Item: Distribute the ballot with proposed changes to TC members and industry.

7) 2:35PM-2:45PM – Mastics Transition to UP3 SOW

a) The Chair asked if they still have interest in adding mastics to the program.

b) It was explained that mastics are aggregate filled hot pours used for depressions on pavements and a different work plan will be needed.
   i. Jay (Maxwell Products), Mohyeldin (Pure Asphalt), Saleh (Crafco), and Melanie (PT Products) are interested in having mastics evaluated. Crafco said there was a study done on these.

c) The chair asked for feedback from states. Michigan will be interested. Maine uses mastics. Illinois is interested and recommended to have language in the user guide regarding the mastics.

Action Item: A total of 4 manufacturers and at least 3 states are interested in having an evaluation of mastic products. The chair will continue this discussion on a quarterly call.

8) 2:45PM-3:05PM – Industry Presentation

There was no presentation.

9) 3:05PM-3:15PM – Open Discussion

a) Crafco reported on ASTM work:
   i. ASTM precision and bias statement status updates were given. They will meet in June and expect to have the analysis done by then.
   ii. ASTM Standards revisions:
      - ASTM D5078
      - ASTM D6690- has the same soft point for different types, and it does not make sense.
   iii. Terminology updates regarding crack sealers vs. crack fillers were balloted.

Washington mentioned that they use the term based on the type of crack.

b) The chair asked manufacturers if they would like to share any test results from the 2017 test deck.
   - Crafco (Saleh) agreed to show CS-01-2017-001 evaluation to show the DataMine module and data report format.

c) Vince discussed 2024/2025 DataMine Updates for invoice management.

Action Items:

1. Distribute the ballot with proposed changes to TC members and industry.
2. A total of 4 manufacturers and at least 3 states are interested in having an evaluation of mastic products. The chair will continue this discussion on a quarterly call.

Welcome to the 2025 AASHTO Product Evaluation & Audit Solutions Annual Meeting in Hartford, CT

DEPARTMENT OF TRANSPORTATION

OKLAHOMA Transportation

Allen Gallistel | Chair (MnDOT)
Matt Romero | Vice Chair (OK DOT)

TC Summary

PCC Joint Sealants (JS)

Joint Sealants are commonly used to protect and seal Portland Cement Concrete (PCC) pavement joints. Under this NTPEP evaluation program, both hot-poured and cold-applied joint sealants materials along with preformed seals are field tested for three years and laboratory tested according to a variety of ASTM specified test methods.

HMA Crack Sealers (CS)

Crack Sealers are commonly used to protect and seal Hot Mix Asphalt (HMA) pavement cracks from moisture and other deleterious material. Under this NTPEP evaluation program hot pour sealers are field tested for three years and laboratory tested according to a variety of ASTM specified test methods.

TC Summary (continued)

Moisture is a key ingredient to the development of many durability-related distress types. As a result, these distress types are often observed to be much more severe at joints and cracks, where moisture can penetrate the pavement surface. Sealing joints and cracks can help reduce the amount of infiltrated water. However, the effectiveness of sealing depends on several issues:

- How much water will be prevented from infiltrating by sealing the joint or crack?
- What other sources are contributing moisture and what's the volume of this water?
- How long will the sealant be effective at reducing the infiltration of water?

Field Evaluation

How many have seen the field evaluation process?

What is adhesion loss

What is cohesion loss

What is a spall or pull out

Brief Overview of Training Presentation

Data Usage Guide and Other Resources

There is a data usage guide available under the documents section of the TC web page.

One interesting note from that usage guide is the discussion of the SCN (sealant condition number) and how to best interpret what it is telling you

The usage guide also references the SHRP studies done which are the basis of the evaluations performed in this program

There are also implementation toolbox guides for both JS and CS product categories

Test Deck Updates

- 2022 North Dakota
  - Year 3 observations have been completed
  - Final review of data being done and will be released as reviews are completed
- 2024 Arkansas
  - Year 1 observations have been completed
  - Lab data is being completed and released to manufacturers as it becomes available

Industry Interest for 2025

- Limited submittals currently received
  - Will a deck be needed this year?
  - How many manufacturers are considering submitting products?

- Is there a state interested in hosting a deck either this year (2025) or for 2026?

Work Plan Review & Technical Edits

- Workplans being re-branded
- Field Evaluation Changes
  - Remove detailed pavement condition survey language
  - Re-write crack movement requirements
  - Remove weather and deicing reporting to match current DataMine set-up
- Lab Evaluation Changes / Updates
  - Clarify cold temperature Cone Penetration
  - Create table for Testing Conditions for each “type”
  - Add an option for no bond testing

Mastics

- Re-start / complete establishment of new workplan
  - Draft has been started and at the roughly two thirds mark for being complete
  - A couple of years ago a working group of both interested states and manufactures participated in meetings to develop the draft to where it is now
  - Since then, there have been retirements in the original working group
  - Changes have been made in the process for implementing new material types in the program

Industry Presentation(s)

- Intro to Topic 1
- Intro to Tope 2

Open Discussion and Questions

?'s

Thank You

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Matt Romero

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AASHTO

PRODUCT EVALUATION & AUDIT

SOLUTIONS

2024 Arkansas Test Deck

Joint Sealers and Crack Sealers

ARKANSAS 2024 INSTALL

CRACK *AND* JOINT SEALERS *PRODUCTS*

CRACK SEALERS

16 products

JOINT SEALERS

1 hot applied

4 cold applied

INSTALLATION

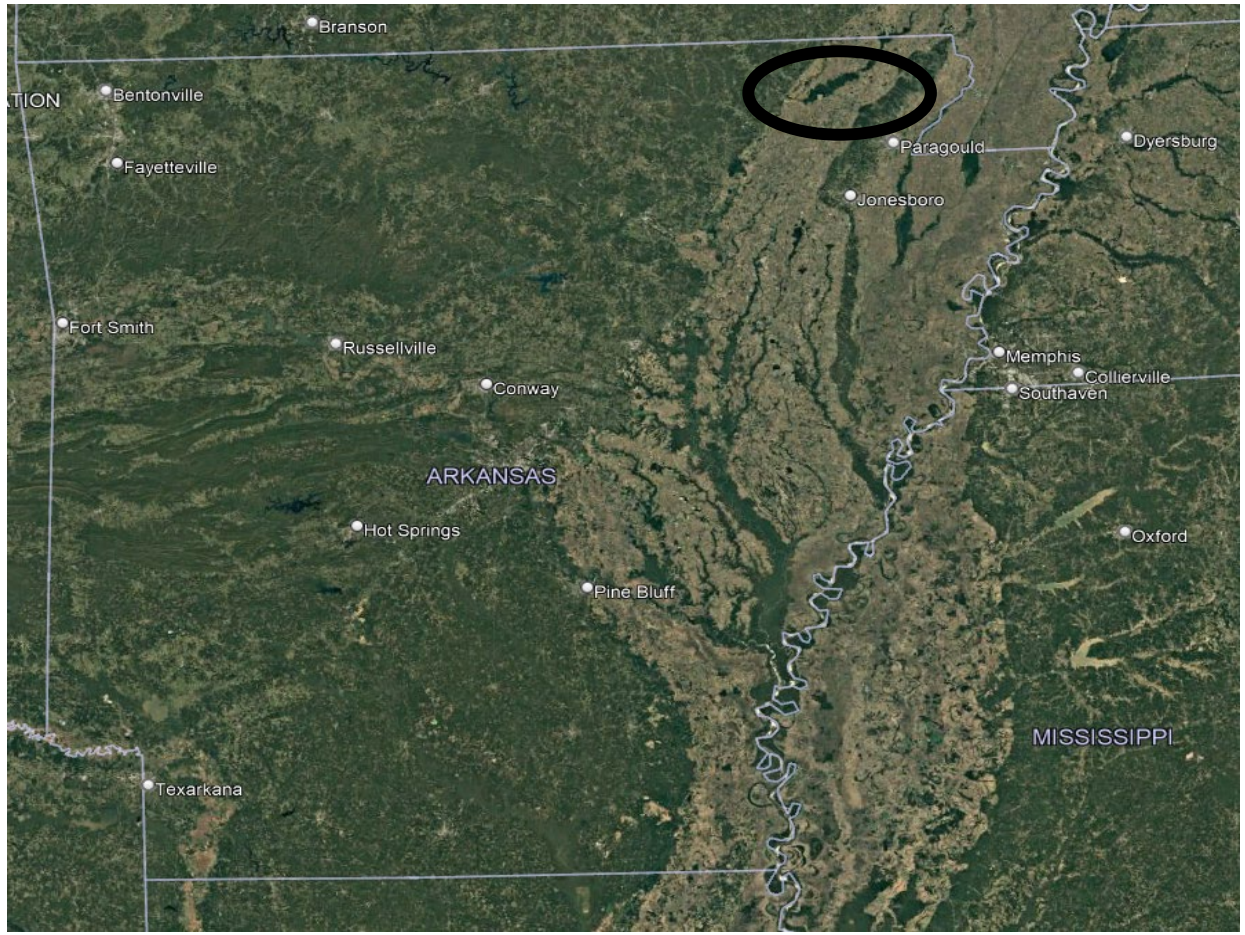
OCTOBER 14TH – OCTOBER 17TH 2024

3 DAYS FOR CRACK SEALERS

1 DAY FOR JOINT SEALERS

MAINTENANCE OF TRAFFIC 7:30AM – 4:30PM EACH DAY

ARKANSAS TEST DECK LOCATION



ARKANSAS 2024 INSTALL
CRACK SEALERS
LOCATION HWY. 34 ADT 1500

3 ARKANSAS DOT STAFF MONITORED THE INSTALL

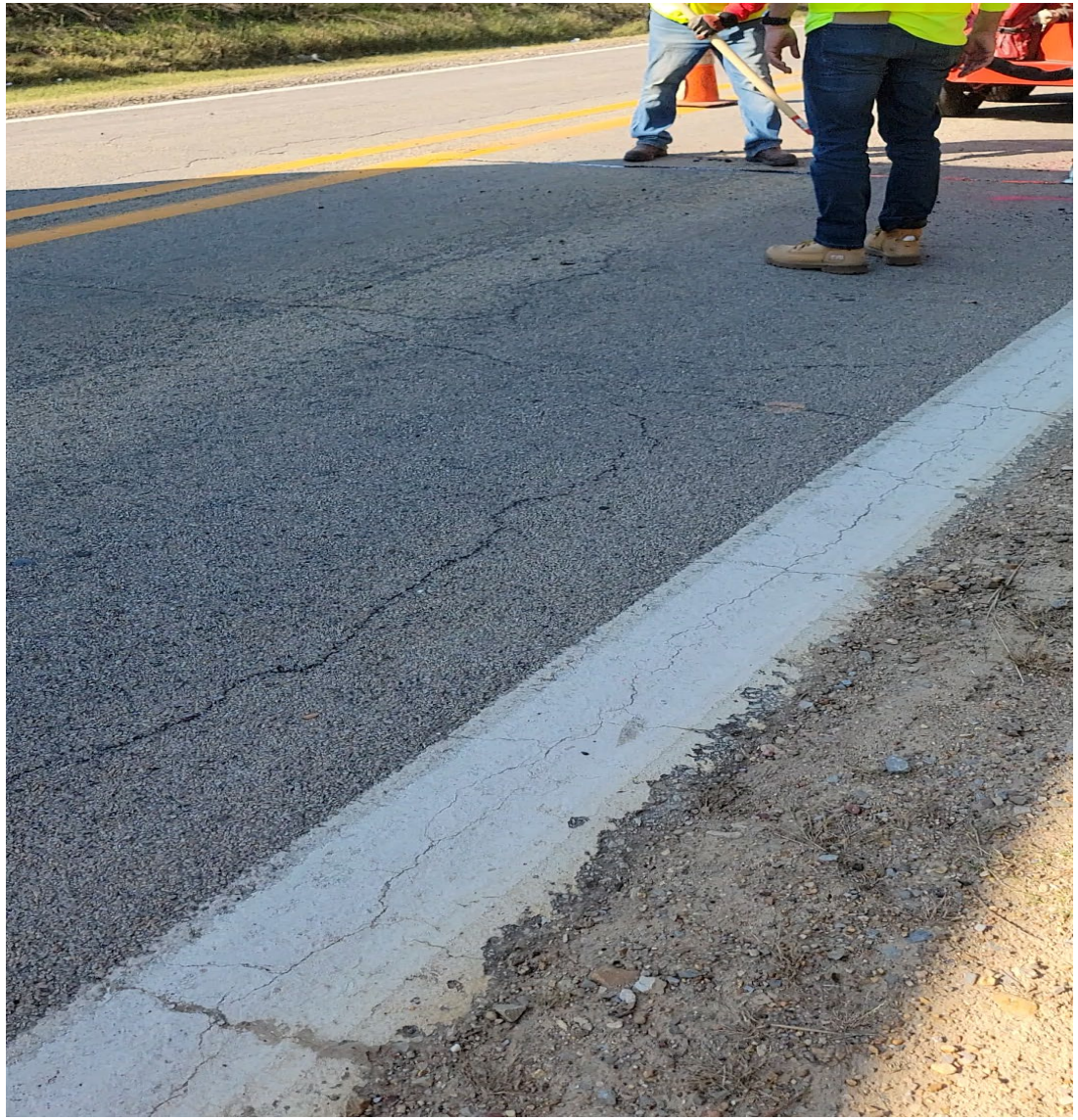
- 1 AASHTO staff
- 4 maintenance of traffic personnel (flaggers)
- *Plus 1 unexpected helper*

Weather for the installment was sunny and partly cloudy with temperatures in the 60's.

GET BACK TO WORK!

The manufacturers chose the crack preparation.

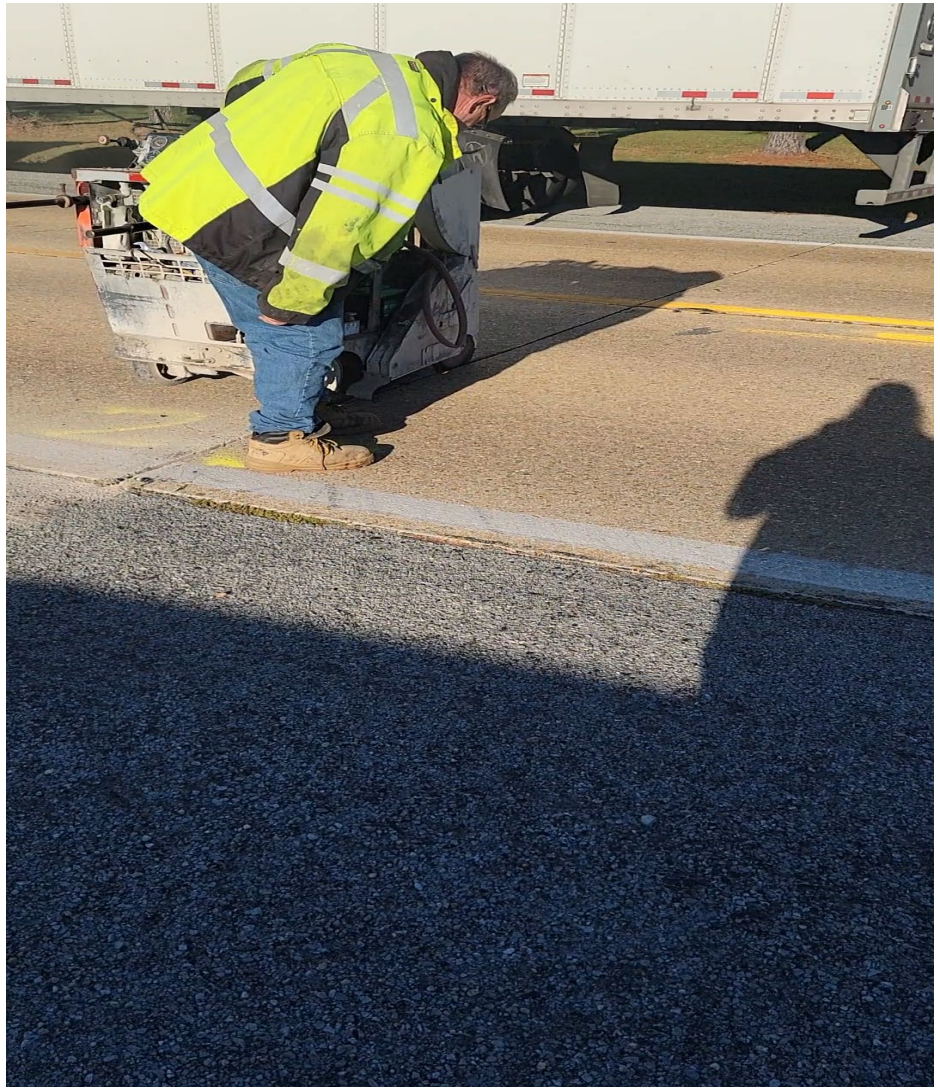
Once crack preparation was complete, the material was applied.

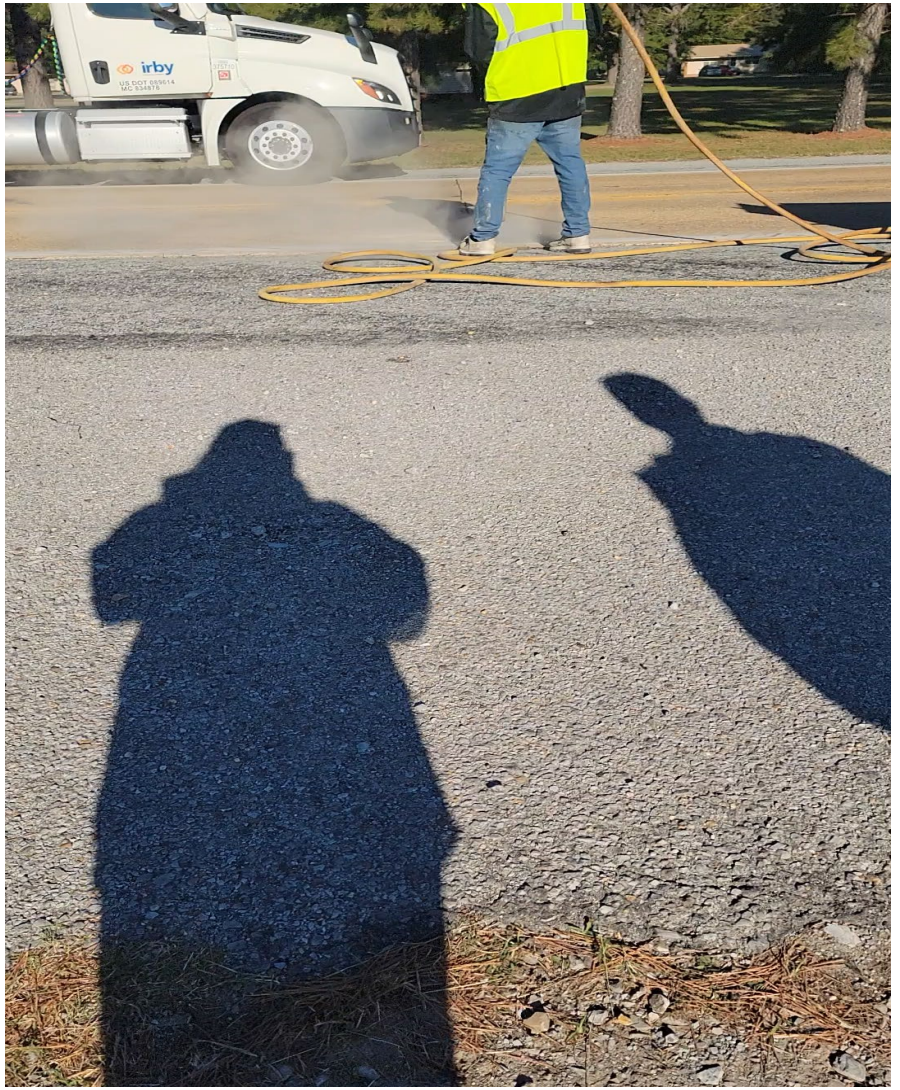


Here’s Vince hammering the road down to hold the cracks in place.

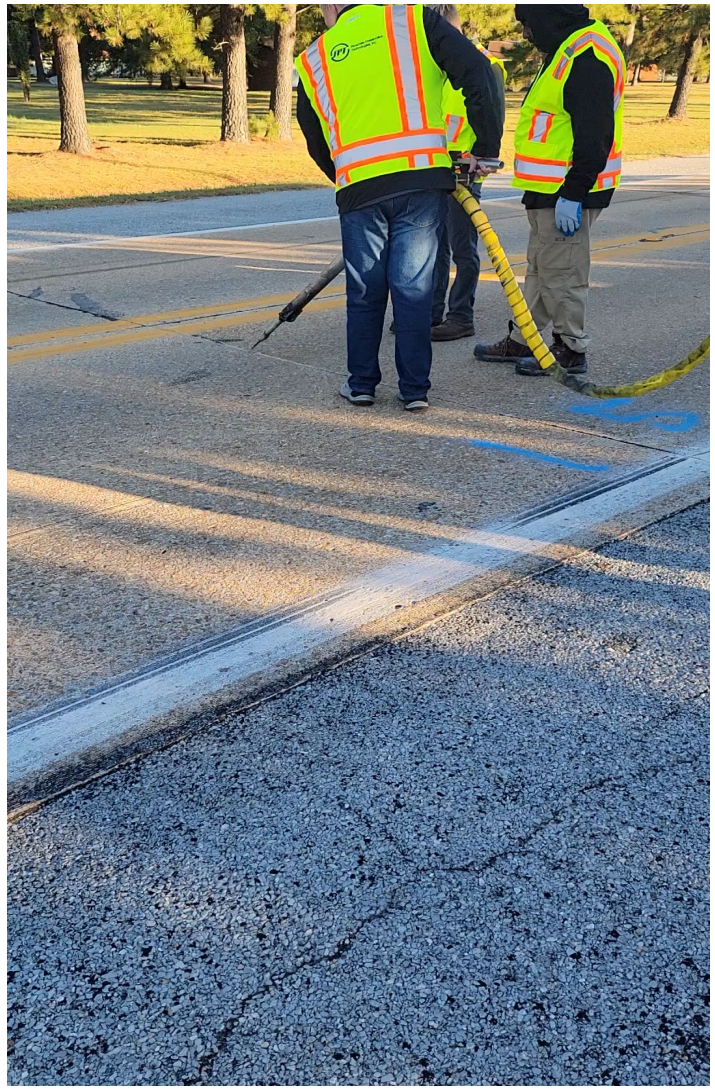
ARKANSAS 2024 INSTALL
JOINT SEALERS
LOCATION HWY. 67 ADT 5600

Surface preparation

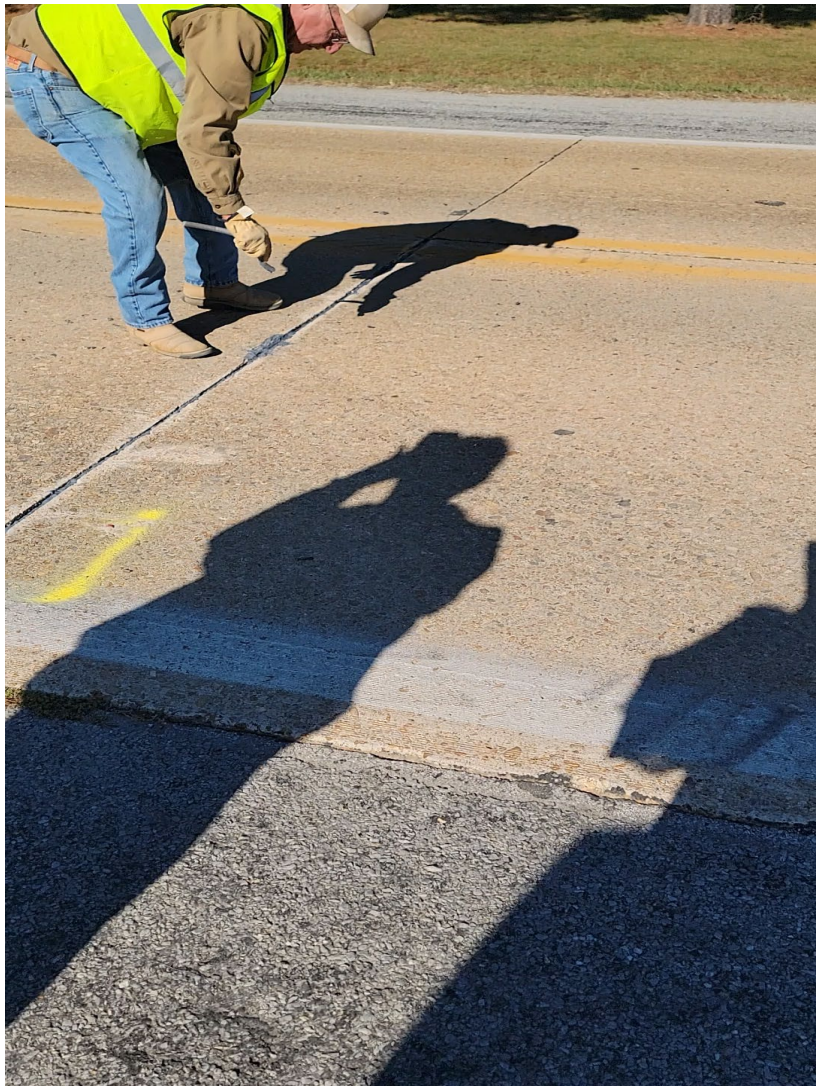




Hot applied



Cold applied



Joint Sealants/Crack Sealants (JS/CS)

Technical Committee

Attendance

June 11, 2025

First Name	Last Name	Employer
Jacob	Walker	GDOT
Kyle	Lachney	Louisiana DOTD
Brian	Hill	Illinois DOT
Christopher	Leibrock	Kansas DOT
Guangming	Wang	FDOT
Scott	Wutzke	NDDOT
Kelly	Senger	IL DOT
Craig	Joss	Applied Infrastructure, LLC
Michael	Huyett	W.R.Meadows
Dawn	Bickford	MaineDOT
Leonard	Vader	MoDOT
Ethan	Mathieu	NH DOT
Trey	Summers	Illinois Department of Transportation
Rodney	Klopp	PennDOT
Katharine	Dafoe	WSDOT
Yong	Zeng	NJDOT
Tammy	Jernigan	ARDOT
Hemantkumar	Shah	New Jersey Department of Transportation
Kelly	Montoya	NMDOT
Scott	Bickford	Mainedot
Pravat	Karki	TxDOT
Philip	Owens	Euclid chemical
Earnest	Colvin	ALDOT
Steve	Esposito	New Jersey Turnpike Authority
Ian	Gow	MassDOT
Ashley	Buss	Iowa DOT
Cynthia	Pearson	Ardot
Matt	Romero	ODOT
Saleh	Yousefi	Crafco

Todd	Bennett	MoDOT
Colin	O'Brien	MassDOT
Philip	Peloquin	Vermont Agency of Transportation
Sean	Li	VA DOT
Sarah	Smith	FL DOT
Eric	Frempong	Maryland State Highway Administration
William	Real	W L Real Consulting
Joe	Barreres	Nevada DOT
Lukasz	Sakowicz	Vdot
Tim	Stallard	Michigan DOT
Laura	Fernwood	Vermont aot
kaelyn	goenner	minnesota department of transportation
Thomas	Murphy	NDDOT
Paul	Bushnell	MDT
Douglas	Miller	MS DOT
Randy	Boysen	Montana
Darin	Hodges	SDDOT
Matt	Needham	Montana DOT
Shane	Little	Arizona
Andrew	Gallegos	NMDOT
Shahid	Jenkins	Gdot
Timothy	Ramirez	Pennsylvania Department of Transportation
David	Parillo	Connecticut Department of Transportation
Daniel	Huggins	Ladotd