

From Brenda O'Brien, Engineer of Construction and Technology

MDOT-Construction and
Technology Division
P.O. Box 30049
Lansing, Michigan 48909
Phone/517-322-1087
Fax/517-322-5664
www.michigan.gov/mdot/

Index: Pavement

Questions regarding this
Construction Advisory should
be directed to:

Kevin Kennedy, Capital
Preventive Maintenance
Engineer, at
517-322-6043 or
kennedyk@michigan.gov

HMA Crack Treatment on Roads With Centerline or Shoulder Corrugations (Rumble Strips)

The purpose of this Construction Advisory is to provide direction to field personnel for jobs involving HMA crack treatment and/or overband crack fill on roads with centerline or shoulder corrugations (rumble strips).

If a transverse crack that will be routed or sawed intersects a corrugation (rumble strip), stop the reservoir six inches short of the corrugation. Overband crack fill the remaining six inches, as well as the crack within the corrugation. If there are secondary cracks within the corrugation, limit the overband to the primary crack; the overband width should not exceed four inches.

If the longitudinal joint located within a corrugation requires overbanding, apply the overband continuously along the longitudinal joint. If there are secondary cracks, limit the overband within the corrugation to the primary longitudinal crack and do not exceed four inches in width.

Allow a maximum overband thickness of ½ inch when overband crack filling within a corrugation.

