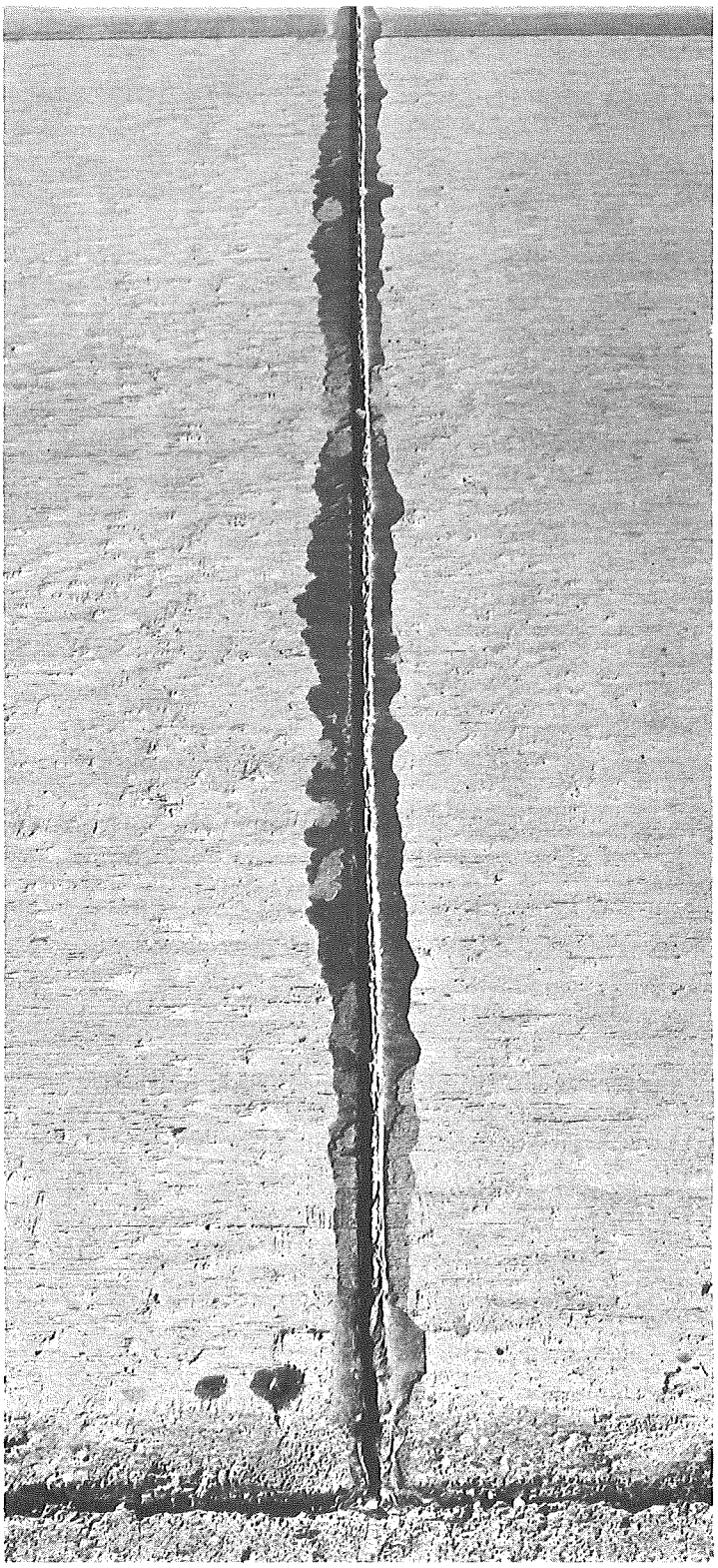

Figure 21. Typical failure in adhesion, cohesion, and resilience after one year of service: Permiteco regular (SS-S-164) hot-pour, rubber-asphalt sealer (northbound I 496 between Cavanaugh Rd and Forest Rd).

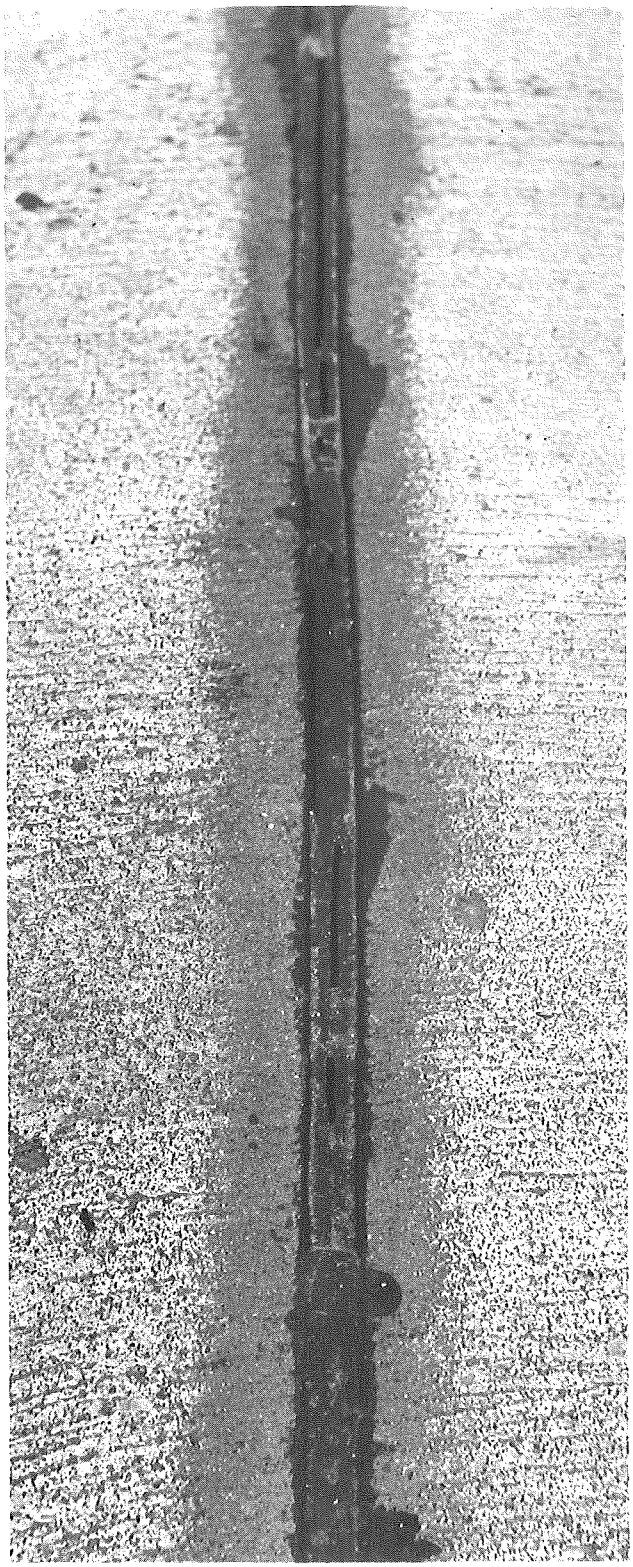

Figure 22. Cohesive failure typical of about 70 percent of this project's joints, after about four months of service: Peterson two-component, cold-applied sealer (I 75 Rest Area).

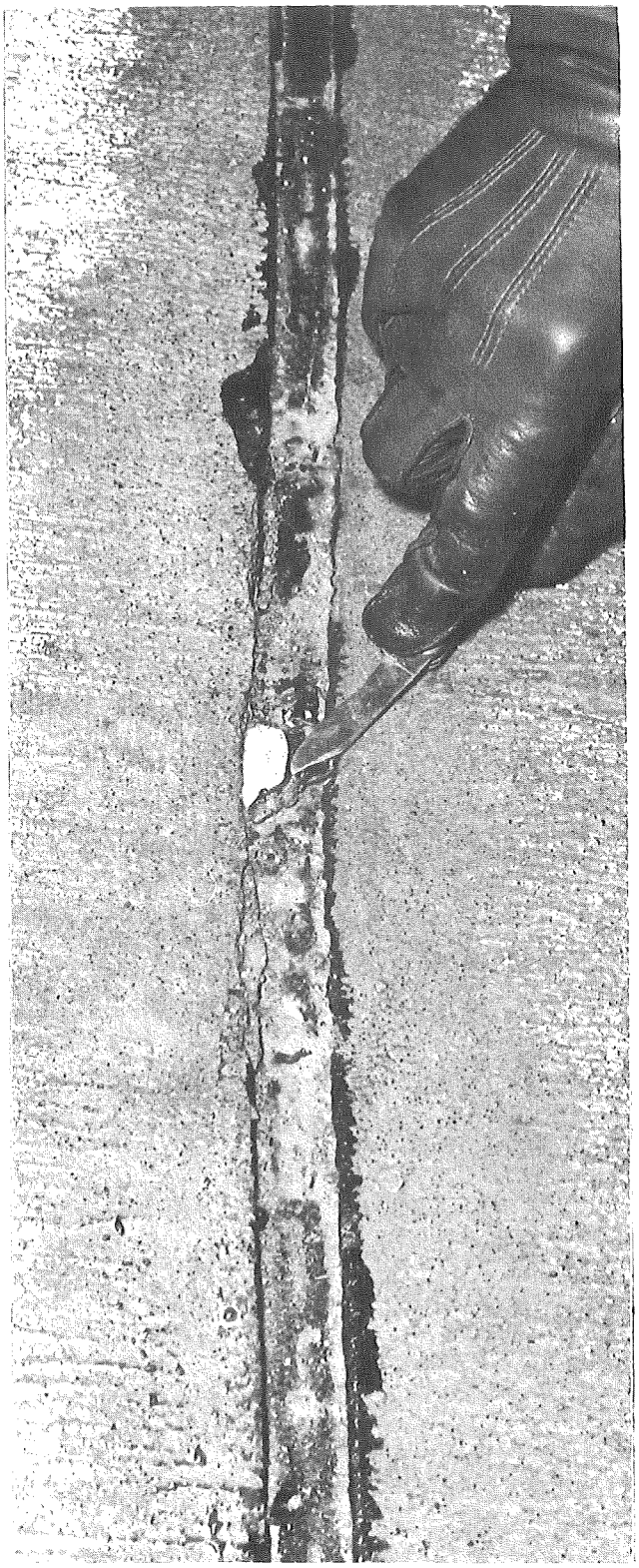

Figure 23. Effect of Ethafoam filler placed too high in joint, after about four months of service: Peterson two-component, cold-applied sealer (I 75 Rest Area).

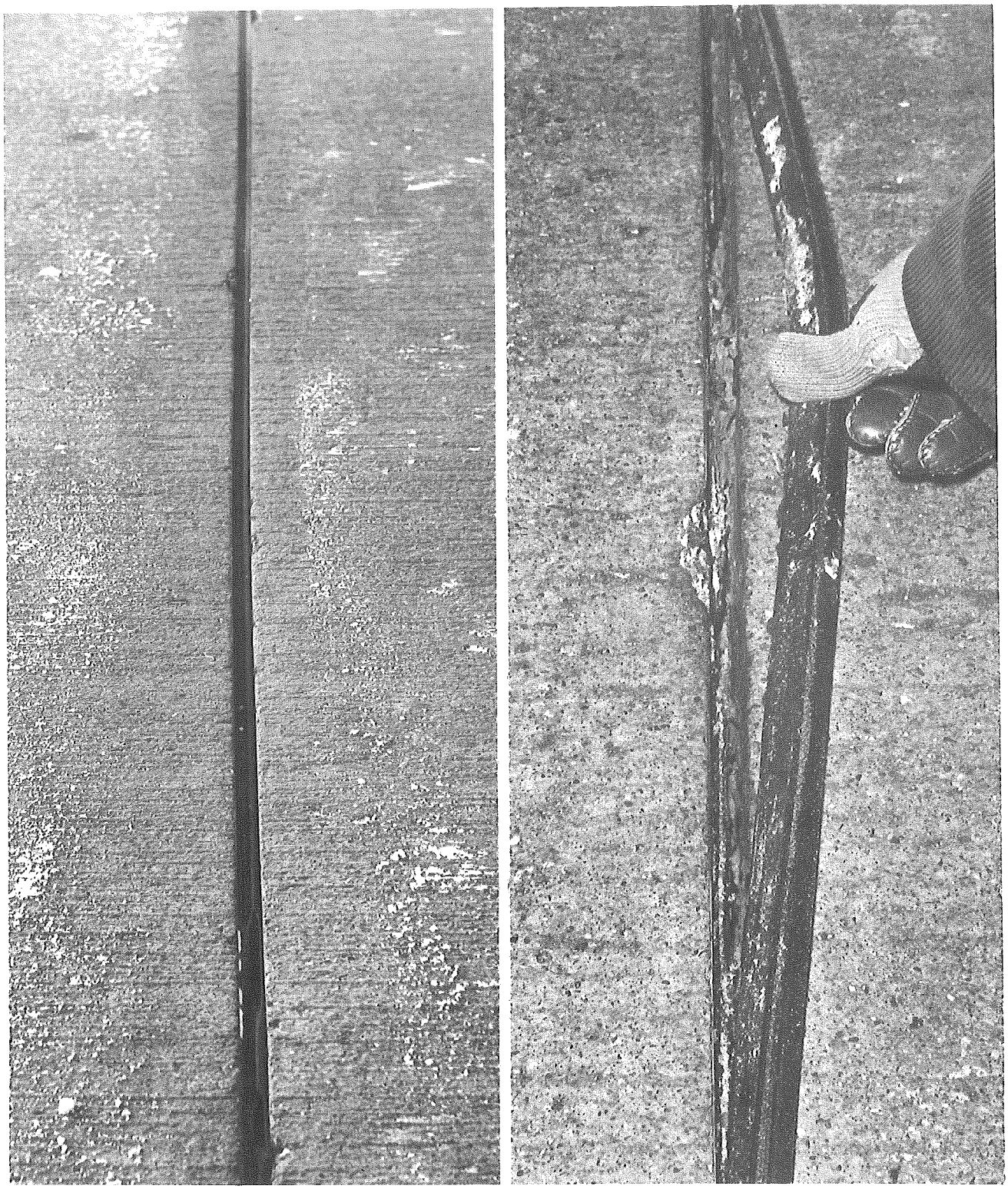

Figure 24. General and detailed views of neoprene sealed joint, showing clean joint groove beneath sealant. Joint was formed by 3/8-in. wide plastic insert, and width when photographed was 0.65 in. (Sta. 662+40, westbound traffic lane, Project EBACI 33083B, C3).

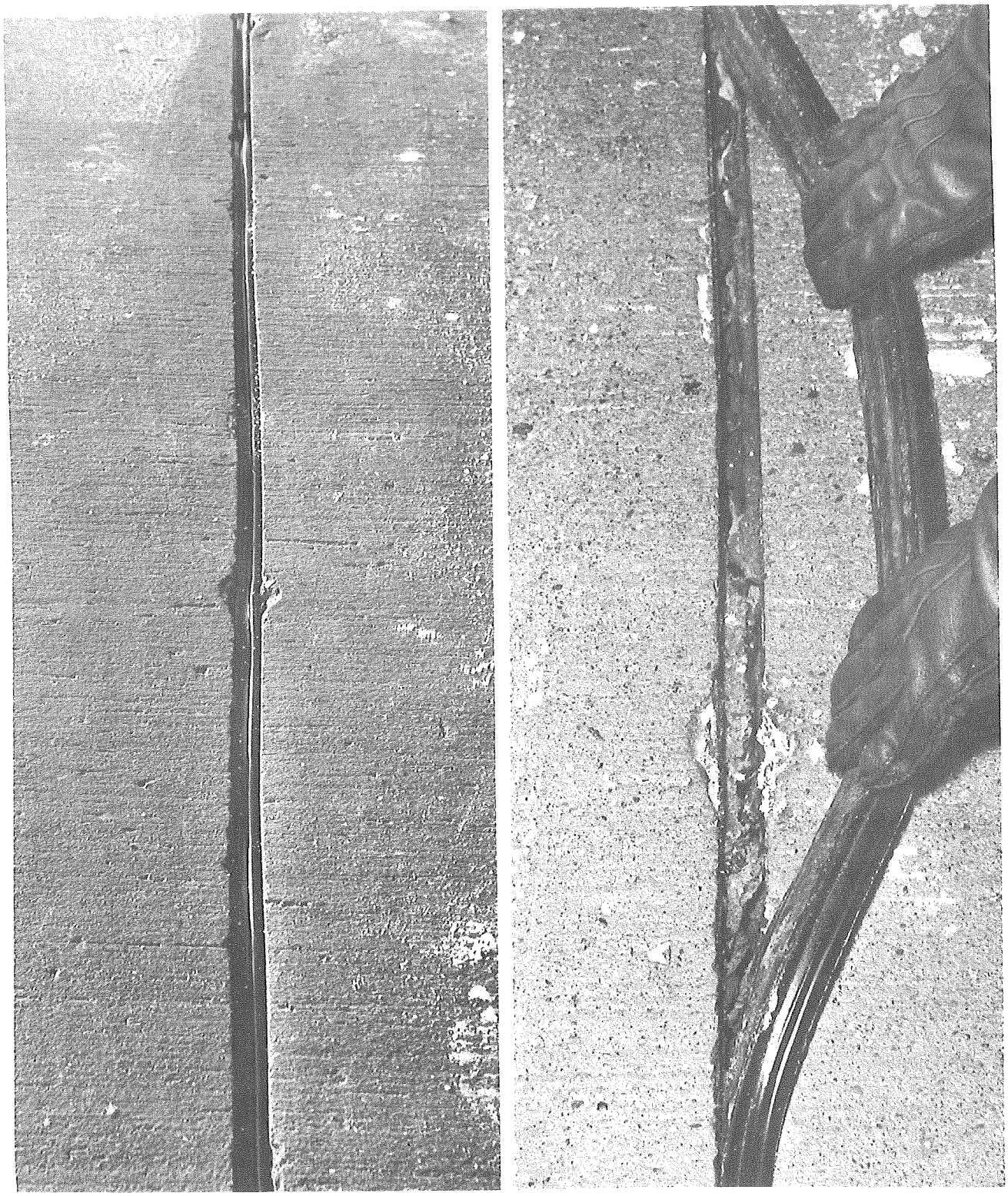

Figure 25. General and detailed views of neoprene sealed joint, showing clean joint groove beneath sealant. Joint was formed by 1/2-in. wide styrofoam, and width when photographed was 0.96 in. (Sta. 600+70, westbound traffic lane, Project EBACI 33083A, C1).

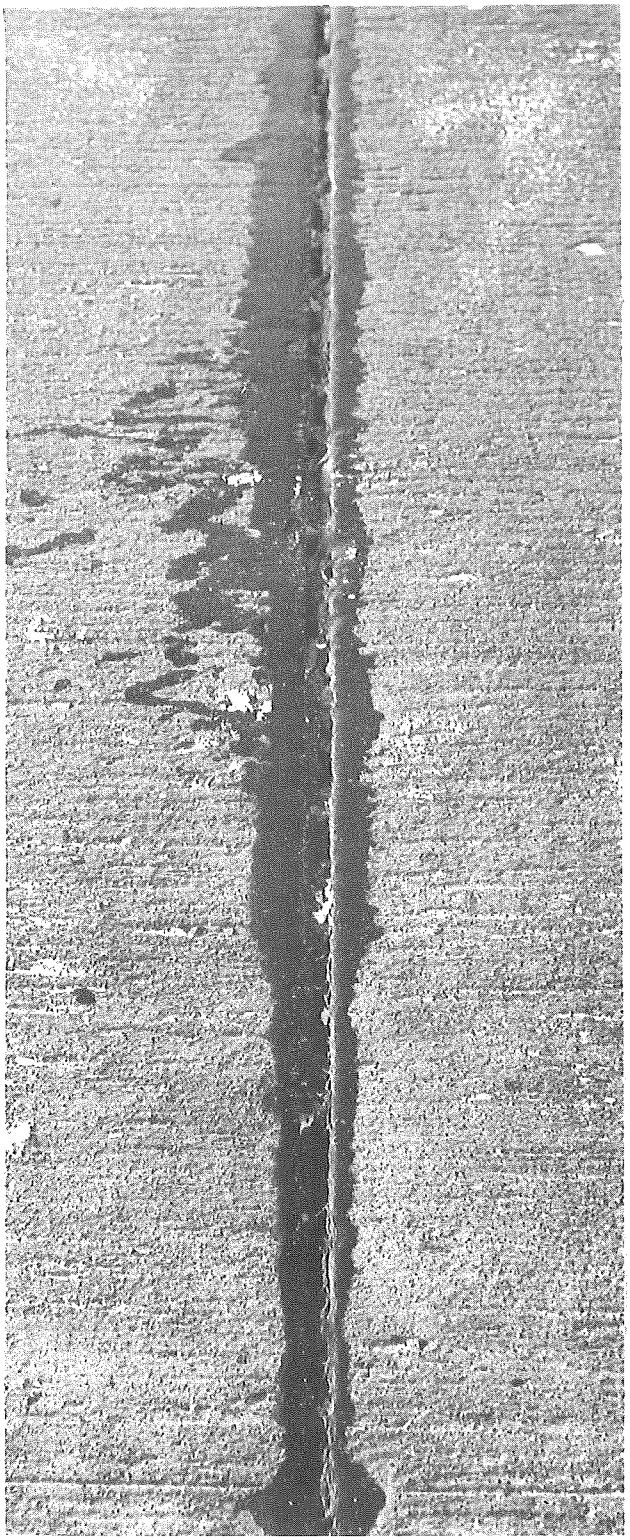

Figure 26. Pronounced adhesion and cohesion failure of hot-pour joint seal (westbound traffic lane, Sta. 649+00, Project EBACI 33083A, C1).

Figure 27. Some cohesion failure of hot-pour joint seal (westbound traffic lane, Sta. 553+08, Project EBACI 23151A, C1).

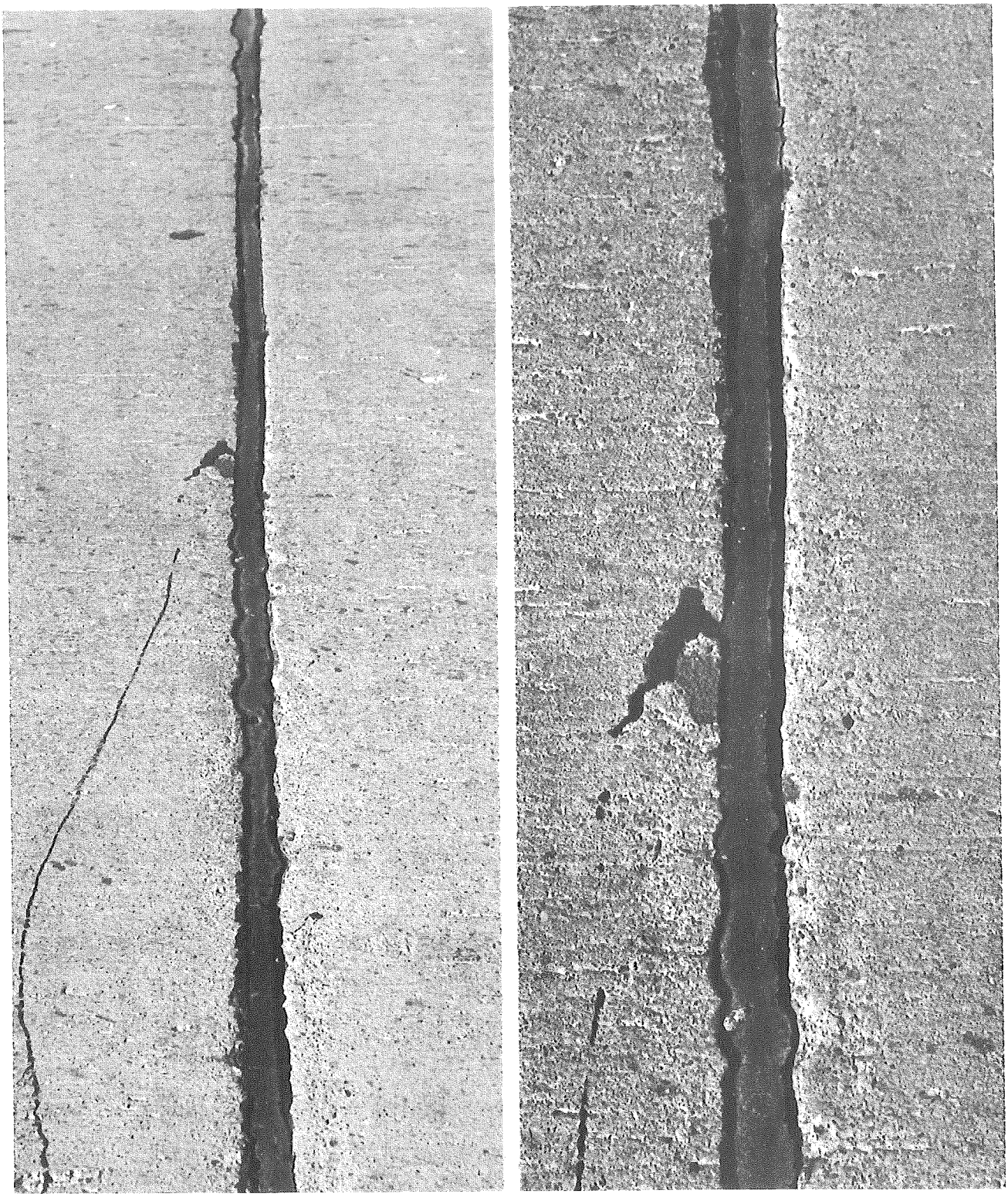

Figure 28. General and detailed views of the same joint shown in Fig. 19, indicating complete lack of cohesion of cold-applied, two-component sealer (Sta. 668+52, northbound traffic lane, Project I 53045D, C1).