

HR-279 Cracking & Seating to Retard Reflective Cracking – Fremont County

KEY WORDS: Crack and seat, Break and seat ,Bituminous overlay, Reflective cracking

ABSTRACT

The concept of cracking and seating a portland cement concrete (PCC) pavement prior to laying an asphalt cement concrete (ACC) surface in order to reduce reflection cracking has been around since the 1950s. With the ' advent of improved cracking equipment, this method gained renewed interest in the 1970s and 1980s.

This project incorporated six test sections of which four were cracked and seated (C & S) prior to being overlaid. Fremont County decided to utilize only a 0.9 m (3 ft.) cracking pattern based on a 30 m (100 ft.) trial test section. Pavement cracking appeared to be effective in reducing primarily longitudinal reflectance cracking, but only marginally successful in the reduction of transverse reflective cracking.