

Warning: The following spec is an example and may not follow the most recent warranty criteria. This is a partial portion of Spec 2331. Contact Mn/DOT's Special Provision engineer for more information and updates..

(2331) BITUMINOUS PAVEMENT CRACK TREATMENT

(J) Warranty of Rout and Seal Crack Sealing

Contractor's Responsibilities: The Contractor shall provide a written two-year warranty starting from the date the Project is substantially complete or the roadway has been re-opened to traffic. The warranty shall cover 100% the cost of new materials, removal and disposal of failed materials, equipment, mobilization, traffic control and labor necessary to repair the failed rout and sealed cracks.

Definition of Failure: Failure shall be determined on a crack-by-crack basis for cracks sealed using the rout and seal method as:

- Loss of sealant (pull-out) on any portion of the rout and sealed crack or a rout and sealed crack with ten (10%) percent or more of its length in which the sealant has lost its bond with the pavement, or the sealant has torn within the routed crack which could allow water to penetrate the crack.
- Bituminous pavement that breaks, but is still bonded to the sealant, will not be considered a failed rout and sealed crack.

Definition of Catastrophic Failure: If at any time during the warranty period, 30 percent of the routed cracks treated as part of this Contract fail in any road section segment, the Contractor shall correct all such failures as soon as the weather conditions permit. Repair work shall include all sealed cracks damaged by the catastrophic failure, including longitudinal cracks that are pulled out by failed sealant.

Annual Review: The Contractor shall schedule and review the Project in detail with the Engineer annually during the warranty period. The meeting should occur in the early part of the construction season to expedite any repair work that may be required.

The Contractor shall make the necessary repairs to all failed sealed cracks during the current construction season.

Additional Bituminous Cracking: Should additional cracking occur in the bituminous surface during the warranty period, the Engineer may request a proposal from the Contractor to seal these cracks. This work, if applicable, will be paid for as an additional service in accordance with Mn/DOT specifications.

Administrative Requirements: The Contractor must comply with Mn/DOT specifications for bonding, which requires the successful bidder to “furnish a Payment Bond equal to the Contract amount and a Performance Bond equal to the Contract amount”.

The Contractor will be required to amend their Performance Bond to cover the warranty period. This bond must be submitted to Mn/DOT. The release of the Performance Bond will take place following the end of the warranty period provided the Contractor has executed the warranty work in good faith.

Failure to Comply with Warranty: Failure to comply with the warranty described will result in forfeiture of the Performance Bond and the Contractor shall be ineligible to enter into work with

Mn/DOT bituminous pavement crack sealing or 'Saw and Seal' projects for the remainder of the Contract period and for the next 12 months following the original Contract period.