

## Asphalt-Rubber Cape Seal

**Asphalt-Rubber Cape Seal** – A rubber cape seal further enhances the typical cape seal treatment by replacing the asphalt binder with a blend of ground rubber (or latex rubber) and asphalt cement to create a rubberized asphalt binder. The rubberized binder enhances the elasticity and flexibility in the pavement. During the rubber [chip sealing](#) process, the existing pavement is covered with this rubberized asphaltic binder that seals the cracks in the pavement and waterproofs the existing surface. Aggregate chips coated with asphalt concrete are then embedded into the paving surface. Several days later once the chips settle, a [slurry seal](#) application will be applied to the rubber chipped surface to encapsulate the street.

A rubber cape seal is about 20% more than the cost of a typical cape seal due to the additional cost of the rubber used in the binder. A rubber cape seal is generally applied to streets with high volume of reflective cracking and base failures. The treatment is excellent in providing strength, stability, and flexibility in the pavement by reducing further reflective cracking. Like all other preventive maintenance treatments, a rubber cape seal will increase resistance to oxidation & aging, and provide a new wearing surface for the road. Although this treatment will not result in a significantly “smoother” ride/roadway surface, the application of a rubber cape will extend the life of the existing pavement for 10+ years.

### **Construction process:**

1. High severity pavement failure areas will be dug out and repaired.
2. Street cracks will be cleared of vegetation and debris.
3. 72 hours prior to the rubber cape sealing process, affected residents/property owners will be notified via written notice by the City’s Contractor.
4. On rubber chip day, rubberized asphalt binder will be applied to the pavement. Immediately after the application of the rubber binder, aggregate chips coated in asphalt concrete will then be placed on top of the binder. The aggregate chips are then rolled with a rubber roller to embed the chips into the pavement surface. The street will remain closed for 1 to 2 hours during this operation.
5. Street will be swept to remove any loose aggregate chips.
6. Approximately 7 to 10 days later, the slurry seal process begins.
7. 72 hours prior to the slurry sealing process affected residents/property owners will be notified via written notice by the City’s Contractor.
8. On slurry sealing day, loose chips and debris will be swept off the street. Any location where the chips did not adhere to the rubber binder will be repaired by the City’s Contractor. Then, the slurry seal will be applied to the street. The street will remain closed for 2 to 4 hours so that the slurry seal has had time to cure.
9. Days after the rubber cape seal, utilities such as manholes and other utility valve covers will be adjusted to final grade.
10. Permanent striping will be replaced approximately two weeks after the final surfacing.