

Sealing Cracks & Joints in Parking Lots and Pedestrian Areas



Crack Seal and Save

Crack sealing is the most cost-effective method of pavement preservation and will significantly extend the service life of pavement in parking lots and pedestrian areas. Sealing cracks requires extra care in areas with slow-moving traffic. The tight turning radius of vehicle tires and scuffing of foot traffic create torsion and tension forces that can tear sealant. Choosing the right material and applying it properly will maximize the life of your crack sealant, protecting your pavement as long as possible.

BENEFITS

- Prevent potholes
- Stop alligator cracking
- Prevent moisture from entering the subbase
- Extend pavement life



WHY SEAL CRACKS?

Pavement is a costly investment. Protecting it means stopping deterioration as soon as possible. Asphalt and concrete pavements develop cracks for a variety of reasons. If left untreated, cracks can lead to potholes and other costly forms of pavement failure that are expensive and time-consuming to repair. Properly sealing cracks as they appear can more than double the service life of the pavement.

How should cracks be sealed?

The first step in crack sealing is preparing the pavement. Routing cracks is recommended in pavements that have not started to deteriorate badly. Next, dust and debris should be removed from the crack by blowing or vacuuming. Cracks should be clean and dry before sealing, so it may be necessary to dry cracks with a torch. Independent studies show that cracks prepared with a sealant reservoir and a slight "overband" of sealant stay protected up to twice as long.

Choosing the right sealant for your application is critical. Sealants used in parking and pedestrian areas face very different conditions than sealants used on highways. Power steering tears away at the sealant while hot tires and foot traffic stick to the sealant in these areas. For a durable sealing project, use a sealant that is designed to stand up to these challenges and the climate conditions in your region. CrafcO has developed several sealant choices for these areas:

Hot Climates - Parking Lot Sealant Type II or Superflex HT

Moderate Climates - Parking Lot Sealant Type I or Superflex

Cool Climates - Parking Lot Sealant Type I

Excessive application of sealant in parking areas and pedestrian areas may cause problems; application of the sealant should be limited to a small overband of the crack.

CrafcO provides detailed installation instructions for each of our sealants. Following these instructions closely helps ensure optimal sealant performance and service life. Your local CrafcO representative can answer any questions before, during or after application.

How long should sealant last?

A properly sealed crack on a sound pavement should remain sealed for three to 10 years. Performance depends on several factors, including weather, pavement condition, and the type and volume of traffic. Cold weather pavements tend to deteriorate faster than those in warm weather areas. Drier areas usually deteriorate slower than wet areas. An annual inspection of the area is recommended, and all new cracks should be sealed immediately.

Can anything go wrong?

Improperly sealed cracks in parking and pedestrian areas can cause several issues. If the crack is not clean of dust and debris, the sealant

bubbling of the sealant. Additionally, using the wrong sealant for your climate can lead to the following conditions:

- Bleeding and tracking occurs when the sealant becomes semi-liquid from heat, causing the sealant to adhere to tires and shoes.
- Sealant cracking can occur in cold weather when the pavement contracts and stretches the sealant beyond its elastic limit.

Your CrafcO representative can help you choose the correct sealant for your unique conditions.

For spalled areas, potholes and cracks wider than 1.5" (3.81cm), use CrafcO's Mastic One, TechCrete or HP Cold Patch repair products instead of crack sealant. These materials are specifically designed for wide cracks and distresses.

Improper application of the sealant includes wide or excessively thick bands of sealant. Do not exceed a 3" (7.62cm) wide overband or 1/16" (1.6mm) in surface thickness.

Sealant should be allowed to cool to an ambient temperature (as described on the sealant packaging) before the pavement is opened for use. CrafcO Detack may be used to open newly crack sealed pavements sooner.

Can a surface treatment be placed over the sealant?

Surface treatments can be applied to crack sealed pavements as soon as the sealant has cooled to ambient temperature, which is less than one hour under normal conditions. In fact, crack sealing significantly improves the effectiveness of many surface treatments such as sealcoating.

If there are any questions about compatibility of the sealant with the surface treatment, do a test section first. If any signs of deterioration are noted, consult with the manufacturer of both products before continuing. Crack sealing is a specialized operation and should only be performed by professionals. When properly performed, crack sealing will add many years to the life of the pavement.



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