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Introduction

Mastic asphalt was first used as a wearing course on carriageways in the 1860s and a century of testimonials is proof of its superior durability.

Mastic asphalt is the natural replacement for hot rolled asphalt and is a satisfactory alternative, especially where hand-lay application is the only choice. Patching and reinstatement of the HRA mixes incorporating Trinidad Lake Asphalt or coloured pigments can be conveniently completed using equivalent mastic asphalt grades.

Both TLA and polymer modified mastic asphalt mixes are available in hot charge or block form. This allows difficult contract sites to be completed at the most convenient time for traffic and planning consideration without the need for adjacent hot mix plant capacity.

Bridge deck resurfacing and busy urban roads, where traffic disruption has to be minimised and where exceptional durability is required are other natural outlets for mastic asphalt.

The ability to design mixes for any situation provides design engineers and clients with a wonderful opportunity to surface their most difficult paving problems, particularly as mastic asphalt can be produced in very small quantities economically. This coupled with mastic asphalt's unique characteristics can often provide the solution to those intractable problems.

If the designer considers that durability and stability of the paving is of paramount importance then consideration should be given to specifying either Trinidad Lake Asphalt modified mixes or polymer modified binder mixes.

Mastic asphalt is normally specified for the wearing surfaces of roads and for the waterproofing and surfacing of bridge decks. It is frequently specified as the wearing surface for many speciality uses some of which are listed in the Index.

The recommendations for mastic asphalt paving applications assume that the specified construction has been designed to carry the weight and volume of traffic throughout its design life.

