

Transitional Joint System

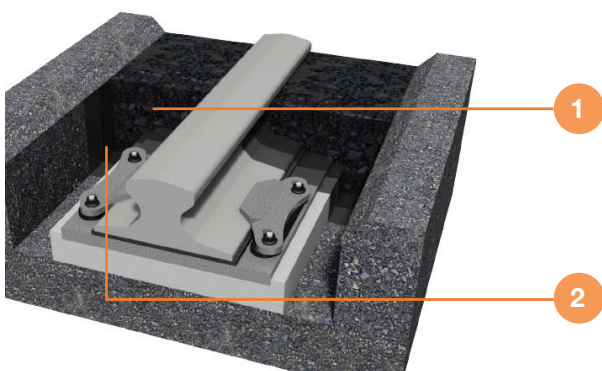
Overview

Where road surfaces meet metal tram and train rails, severe fatiguing and traffic damage can occur. This is caused not only by road vehicles, but also from the increased vibration and excessive tensile movements within the rails at crossovers and bends. The Mastic Asphalt Transitional Joint System has been specifically developed to resist these stresses.

System overview

The Mastic Asphalt Transitional Joint System offers a flexible and long-lasting solution. In particularly heavy traffic areas, an additional 20mm buffer zone can even be added on either side of the Mastic Asphalt sections.

The area is finished with Mastic Asphalt and topped by an anti-skid dressing equal to the highest Highways Agency skid resistance specification, while the actual finish can be aesthetically matched to the adjacent road surface.



System benefits

The Mastic Asphalt Transitional Joint System offers the following benefits:

- Versatile and waterproof system
- Rapid installation reducing delays and inconvenience
- Unlimited joint width and depth
- Long term durability
- Withstands heavy traffic
- Cost effective
- Range of finishes to match different surfaces and skid resistance
- High bond strength to substrate
- Accommodates differential movement

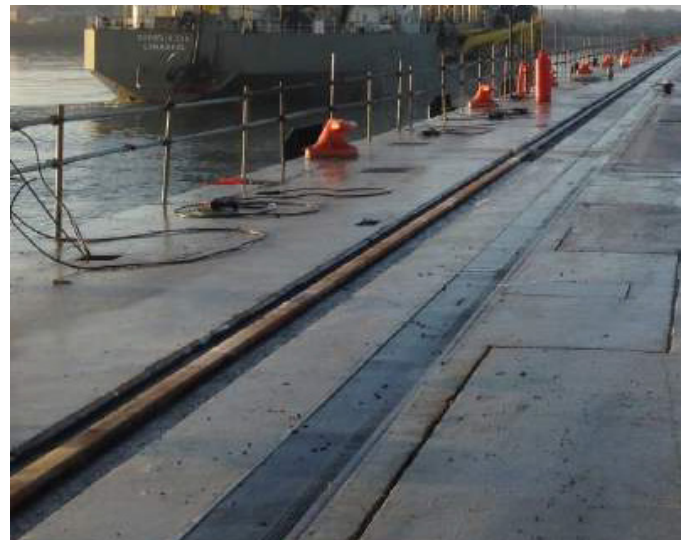


Table 4

	PRODUCT	DESCRIPTION	FORMAT / NOMINAL WEIGHT
1	Rail Infill (RI)	A high-modulus material that uses a binder of 585 modified bitumen and Trinidad Lake Asphalt giving low temperature flexibility and high temperature stabilities required for heavily trafficked roads	Block / 20kg Hot-charge (molten state)
2	PSB	A rubberised waterproofing layer designed to increase flexibility and improve adhesion to existing surfacing	Block / 12kg