

Bridge Jointing & Crack Repair

Bridge Expansion Joints, Repairs, Maintenance and Crack Repair Systems

Surfaces cracks and joints are the weak spots in any road, bridge or airport runway, and the constant wear and tear of passing traffic can mean that weaknesses develop into dangerous hazards.

Markon has a range of bitumen based products that are suitable for bridge jointing and sealing, horizontal crack repair, or as expansion and contraction joints. The range represents a unique family of products that can perform in a wide variation of climatic conditions, from -30°C up to $+60^{\circ}\text{C}$ tropical temperatures. Applications include use on bridges, road networks, runways and airport hard standings.



Bridge Jointing & Crack Repair Systems



Bridge expansion joints

Thormajoint

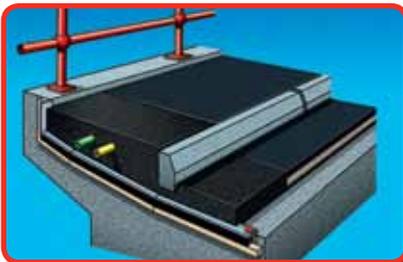
With over 1 million linear metres installed in over 50 countries throughout the world, in conditions from arctic to tropical, Thormajoint is engineered for use across all or part of the road deck – including verges and hard shoulders.

Thormajoint can be supplied with several grades of binder to meet all climatic conditions. Based on more than 20 years experience, there is no other bridge expansion joint that can beat Thormajoint for effectiveness, economy and reliability.

A special combination of an elastomer modified BJ200 binder and carefully selected single size BJ stone, provide a strength and flexibility that can accommodate horizontal movements up to +/-40mm.

Key Features:

- Quick installation and easy repair
- No mechanical moving parts
- Reduced noise pollution from vehicles travelling over the joint; a smooth riding surface level with existing roadway
- The ability to be surface dressed, to improve skid resistance
- Helps to maintain structural integrity by being watertight
- Adaptability of design to fit installation requirements
- Partial or full installation across carriageways
- Flexibility in all directions, including movement of upto +/-40mm
- Can be used for top-up after resurfacing work, without full replacement



Thormajoint Installation



1 Cutting the recess



2 Preparing the recess



3 Embedding steel plates



4 Applying first layer



5 Layers added



6 Applying finishing layer



7 Finished installation

Crack repair systems

Fibrescreed

The patented Fibrescreed range of materials and systems offers a selection of solutions to a wide range of pavement and highway defects.

Our Fibrescreed range of polymer modified bitumen based sealing compounds are manufactured under strict factory conditions, thus ensuring consistent quality and avoiding operator error, as often experienced with on-site mixing methods.

Fibrescreed RC100MTR is BBA HAPAS approved, meaning it is suitable for use in heavily trafficked areas such as major trunk roads and motorways.

Multiseal 40

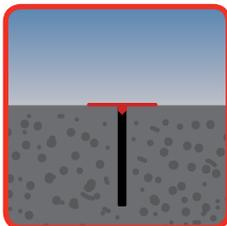
Multiseal 40 is a high performance, hot-applied, rubberised bituminous product used to seal and fill cracks and joints in both asphalt and concrete. The material exhibits improved flexibility at low temperatures, while resisting flow during the summer.

It complies with European Standard EN14188 for Hot Pour Sealants, and is ideal for sealing horizontal construction, filling pavement cracks in concrete and asphalt roads, runways and thoroughfares.

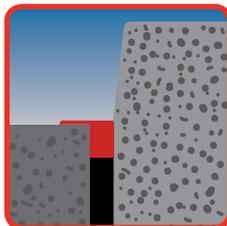
Key Features:

- Highly ductile, able to cope with most crack and joint movements
- Unique composition gives the material high load bearing capabilities
- Excellent recovery under varying temperatures
- Impervious to water and salts thus arresting further deterioration
- Fast installation minimizing costly traffic management
- Good skid resistant finish
- Improves ride quality of surface
- Can be installed throughout the year
- Economic and cost effective

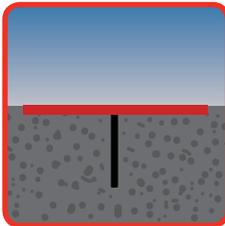
Types of repair



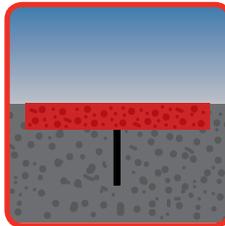
Overseal Banding
- Multiseal 40



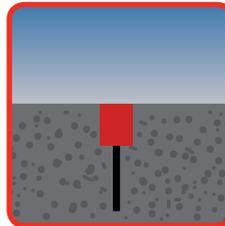
Kerb Sealing
- Fibrescreed
- Multiseal 40



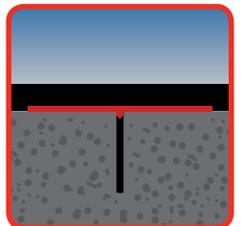
Recessed <25mm
- Fibrescreed



Infill >25mm
- Fibrescreed



Saw Cut & Seal /
Crack Inducer
- Fibrescreed



S.A.M.I.
- Fibrescreed

Fibrescreed installation



1 Cracks appear in road surface due to heavy trafficking, adverse weather conditions, etc



2 Crack is planed out to appropriate width and depth depending on severity



3 Thermal lance is used to remove moisture and debris



4 Base of recess is sealed with Fibrescreed RC100MTR bitumen



5 Fibrescreed RC100MTR stone/bitumen topping mix is added (if required depending on planed depth)



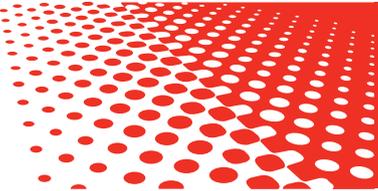
6 Filled crack is screeded over with Fibrescreed RC100MTR bitumen to create a watertight seal



7 Aggregate is broadcast over the surface to provide an appropriate skid resistance level



8 Once cured, the excess aggregate is swept clean leaving the road surface safe and secure



Company Overview

Markon is a specialist contractor servicing a variety of different industries, e.g. Car Parks, Highways, Airports, Industrial and Architectural Landscaping.

Markon offers a one stop shop facility from specifying a product to suit your application to final installation. Markon believes you will achieve successful project completion by providing expertise in the following areas:

- **Consultation - Establishing requirements**
- **Technical Advice - Appropriate system to suit your needs**
- **Site Survey - Ensuring all project needs considered**
- **Installation - Within chosen time frame**
- **Technical Support - Ongoing**

Markon carries out stud installation and marking works to roads, parking, airfields and harbours throughout Scotland.

Our experience and capabilities are acknowledged throughout the construction industry. We have broad experience in the application of specialist surfaces that can be applied to delineate speed restriction, bus lanes, cycle paths or any other highlighted surface.

Notes:



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