

RECOMMENDATIONS FOR PAVING A CROSSING

PPI Rubber Interface is designed to provide many years of service, however it is the asphalt design and installation that is critical to assuring the long life of the entire grade crossing.

Asphalt Quality:

We recommend that High Stress Asphalt such as described in NAPA's publications IS 119 (Hot Mix Asphalt for High Stress Applications) and QIS 111 (Hot Mix Asphalt for High Stress Applications) be used to minimize rutting at the crossing. In these brochures NAPA emphasizes the need for high quality crushed aggregate, proper modifiers and additives for the conditions plus good rolling techniques to insure proper air voids.

A good guide line is to use the grade of asphalt recommended for highway construction for the region in the State or Province where your crossing is located.

Asphalt Installation:

- Fill & compact areas at the rail between ties, especially on the gage side, with ballast or asphalt,
- If required, a thin coat of coarse ballast can be placed on the ties to prevent sticking (1" maximum),
- Three lifts of asphalt are recommended (base, binder and surface lifts, or for lighter duty crossings, two binder and a surface lift). Each lift needs to be installed to the proper depth (generally 3", 3" & 1") and compacted to give the correct air void volume (approximately 3%),
- Roll the asphalt between each lift,**
- Place ballast or boards outside the crossing to get the roller over the rails,**
- The final lift should be rolled to about 1/8" above the top of the rubber,
- Roll the asphalt beside the rubber but not on top of the rubber.**

Crossing Closure:

The crossing must be kept closed until cooled and the asphalt has reached full strength. An overnight closure usually works well.

For Further Assistance Please Call Our INSTALLATION ACTION LINE:

Toll Free: 1-888-222-5968