Surfacing Works (Huyton Ashphalt)

Contents

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winvic
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Contents

Scope of Works

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Huyton Asphalt

Operational & Maintenance:

Surfacing Operations

HA Reference Number	J3117		
Client	Winvic Construction Ltd		
Contract	Wingate Plot 3, Panattoni Park, Bolton BL5 3XP		
Date of Issue	16/02/2024	Issue Number	01

Document Control

Document Revisions

This Document Control section relates to the generic template document only.

Date	Reason	Issued By	Reviewed By	Approved By
Details of previous document control changes are recorded internally, compliant with our Management System.				
05/11/2021	Document Review	Lesley Latham	-	Lesley Latham
30/11/2021	Link to HALO website included in Product Literature section	Lesley Latham	Neil Cummins	Lesley Latham
04/05/2023	Material Data Sheets section added	Lesley Latham	-	Lesley Latham
15/05/2023	Document format updated	Lesley Latham	-	Lesley Latham
01/11/2023	Blue colour code changed	Lesley Latham	-	Lesley Latham

Project / Contract Record of Amendments

Issue Nr	Date	Page Nr	Section	Description	Prepared By	Checked By
01	16/02/2024	New	New	New	 Lesley Latham	

Document Review

This document is due for review as and when materials/circumstances change.

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Issue Information

This operational and maintenance manual has been completed by Huyton Asphalt Ltd.

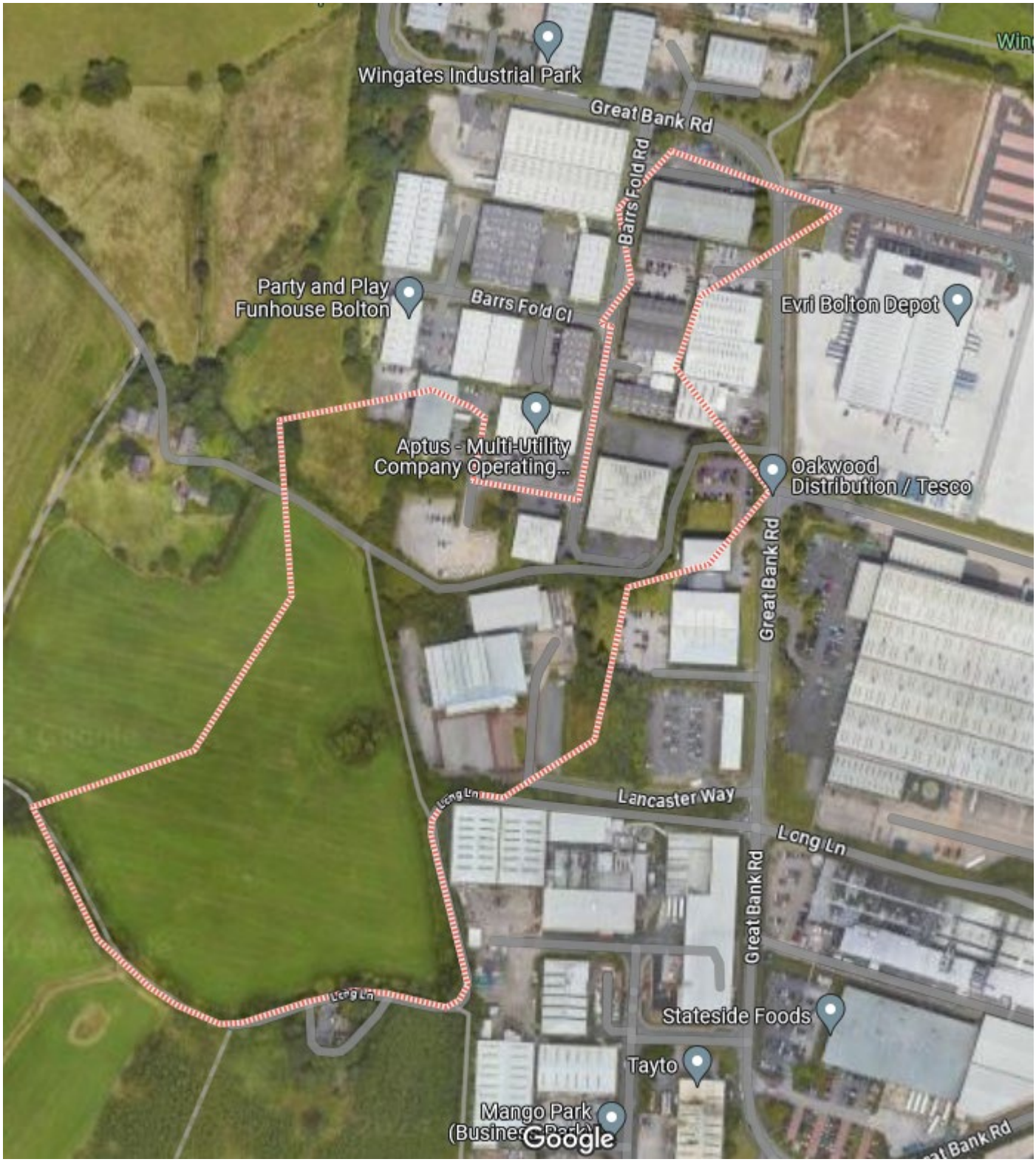
Issued on behalf of:	Lesley Latham, Quality Manager – Shared Services
Email:	compliance@huyton-asphalt.co.uk
Telephone:	01744 755 291 (switchboard) / 01744 747 386 (direct)

Table of Contents

Summary of Works

Scope of Works

External Macadam and Asphalt Surfacing to roads, footpaths and parking aisles.



0 5 10 15 20 25m

Scale 1:500 @ A2

N

Refuse store

Extent of acoustic fence as Tetra Tech Noise Assessment ref: 784-B039340

Existing tree line to be retained

Armco Barrier

Red line site boundary = 2.55 acres / 1.03 ha

36no. Car parking spaces incl. 2no. accessible.
4no. spaces shown as EVCs. All remaining perimeter spaces to be ducted for potential future installation.

Existing palisade fence retained

Landscape bund

Potential sub-station location

Retaining structure hatched purple and toe of batter as BWB Unit 3 Proposed Levels drawing ref: WIN-BWB-HGT-U3-DR-D-0603-P03

Existing 3m high acoustic fence to Unit 2 retained

6 van parking

19600

54500

8000

1 no. level access door

4 no. dock levellers

2,385.28 sq m

149.91 sq m

353.01 sq m

138.34 sq m

35000

1 no. level access door

50.53 sq m

23.56 sq m

69.68 sq m

576.22 sq m

5350

Unit 3
Ground Floor GIA: 4,071m² / 43,810ft²
FF Office: 291m² / 3,130ft²
Total GIA: 4,362m² / 46,940ft²
Total GEA: 4,531m² / 48,771ft²

74700

External Finishes

Description	Quantity	Unit
Block Paving (Car Park)	288.25	sq m
Block Paving (Footpath)	50.53	sq m
Concrete Footpath	576.21	sq m
External Service Yard	2,385.28	sq m
Tarmac - Footpath	30.56	sq m
Tarmac	422.69	sq m

NOTES AEWTP027C

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavors. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties:

Principal Designer:

Unless noted below, all known hazards have been highlighted on the drawing:

Concrete service yards and perimeter path. Build up to Structural Engineer's details

Block Paviours laid in herringbone pattern to car park spaces.
White block paving to delineate spaces and symbols.

Tarmac Road and Pavements. Build up to Structural Engineer's details

Block Paviours laid in herringbone pattern in front of offices:

Tactile paving to match existing site colours.

Rev	Date		
P8	02/05/23	TF	DOH
	Van parking area amended to Client comments		
P7	28/04/23	TF	DOH
	Perimeter path updated to Contractor's comments		
P6	15/12/22	TF	DOH
	Refuse store updated to BREEAM requirements		
P5	13/12/22	HN	TF
	Refuse relocated		
P4	01/11/22	TF	DOH
	Extent of acoustic fence updated as Tetra Tech Noise Assessment		
P3	22/09/22	TF	DOH
	First floor office accommodation shown		
P2	13/09/22	TF	DOH
	Updated to tenant option		
P1	24/05/22	HN	TF
	Initial issue		

REV Date Drawn by: - Checked by: -

Status: S4 — Purpose of Issue: For Approval

drawing stage: **Stage 3**

client: **Panattoni**

project: **Plot 3 - Great Bank Road, Bolton**

drawing title: **Proposed External Finishes Plan**

date 23/05/22 drawn HN

scale@A2 1:500 checked TF

Rev **P8**

Job No **12737-AEW-03-ZZ-DR-A-0507**

aew architects
0161 214 4370
www.aewarchitects.com

aew

Supplier

Supplier

The material for this project was supplied by:

Name:	**Tarmac**
Address:	Portland House Bickenhill Lane Solihull West Midlands B37 7BQ
Telephone:	0800 1218 218
Email:	enquiries@tarmac.com
Website:	www.tarmac.com
Brochure	https://issuu.com/tarmacltd/docs/solutions_folder/1
Name:	**Innovation HALO™**
Address:	Merton Bank Road St Helens Merseyside WA8 1HZ
Telephone:	01744 755 291
Website:	www.innovationhalo.com
Brochure	https://www.innovationhalo.com/

Specifications

Our supplier supplies all materials to the relevant national standards:

BS EN 13108 – 1	Asphalt Concrete
BS EN 13108 – 2	Asphalt Concrete for Very Thin Layers
BS EN 13108 – 4	Hot Rolled Asphalt
BS EN 13108 – 5	Stone Mastic Asphalt

When laying the material, we lay to the following standard:

BS EN 594987:2015

Asphalt for Roads and Other Paved Areas Specification for transport, laying, compaction & product-type testing protocols.

Certificates/Warranties/Guarantees

N/A

Cleaning and Maintenance Regimes

N/A

Data Sheets

winvic

winvic.co.uk

Material Data Sheets

Material Notification/Acceptance Form

HA VJF Number	**J3117**
Client	Winvic Construction
Contract	Wingates Plot 3

SECTION A - Specification

Source of Current Specification:	☐ Drawing ☐ Works Information ☐ Appendix 1/5 ☐ Appendix 7/1 ☐ Appendix 11/1 ☒ Other: (please state below in reference)
Reference:	

Where to be used & material makeup	Requested Specification	Confirmed Product
ROAD	100mm HALO AC32 DENSE BASE COURSE LIMESTONE 60mm HALO AC20 DENSE BINDER COURSE LIMESTONE 40mm ULTIPAVE 10 SURFACE COURSE	HALO AC32 DENSE BASE 40/60 LIMESTONE CL929 HALO AC20 DENSE BIN 40/60 LIMESTONE CL929 ULTIPAVE 10 SURFACE COURSE 40/60 HARDSTONE
PARKING ISLES	70mm HALO AC32 DENSE BASE COURSE LIMESTONE 60mm HALO AC20 DENSE BINDER COURSE LIMESTONE 40mm ULTIPHALT HD SURFACE COURSE 40mm ULTIPAVE 10 SURFACE COURSE	HALO AC32 DENSE BASE 40/60 LIMESTONE CL929 HALO AC20 DENSE BIN 40/60 LIMESTONE CL929 ULTIPHALT HD SURFACE COURSE 40/60 HARDSTONE ULTIPAVE 10 SURFACE COURSE 40/60 HARDSTONE
FOOTPATHS	50mm HALO AC20 DENSE BINDER COURSE 25mm AC6 DENSE SURFACE COURSE	HALO AC20 DENSE BIN 100/150 LIMESTONE CL929 HALO AC6 DENSE SURF 100/150 HARDSTONE CL909

Completed By

Name	James Mullings (printed)	James Mullings (signature)	
Position	QS	Date	24.10.23

ASPHALT DATA SHEET

Date of Issue: 09/03/2019	Date Amended:	Expiry date: 09/03/2024	
Product Designation and Categories:	AC 32 HDM BASE 40/60 DES / AC 32 DENSE BASE 40/60 DES		
Specification:	EN 13108 – 1		
Product Code:	120A104D / 120A103D		
Originating Production Unit:	BREDBURY	Laboratory Design Ref:	S78998
Mixing Plant / Plants Identification:	BREDBURY ASPHALT PLANT (D063)		

Constituents	Source/Type	Fines	FI	LA	PSV	AAV	Density	Water absorption	Magnesium Sulphate Soundness	Volume Stability
Coarse Aggregate	Tunstead Limestone	f_{nr}	<FI_{35}	23	37	11	2.67	1.0	1	-
Fine Aggregate	Tunstead Limestone	f_{nr}					2.66	0.5		

Filler Aggregate	Limestone / Reclaimed
Bitumen	Penetration 40/60
(RA) Granulated Reclaimed Asphalt	0/20mm Granulated Asphalt

Product Properties	Details		Test Sieve	Targets & Specification % Passing	
Average in situ air void content	**3.4%**	**Vmax7%**	1.4D - 40mm	98-100%	100
Average air void content at refusal	**1.1%**	**Vmin 0.5%**	D - 31.5mm	89-100%	98
Wheel tracking result & classification 1,2 or 3 60°C Procedure B	**WTS_{AIR} 0.1** PRD_{AIR} 3.5% RD_{AIR} 2.4	**WTS_{AIR} <1.0** PRD_{AIRNR} RD_{AIRNR}	D/2 / CCS – 20mm	76-94%	85
ITSM Stiffness category	**Smin1 800 (1 800 GPa) 5414**		6.3mm		54
SATS	>80%		2mm	23-37%	30
Maximum mix density	2.535 Kg/m3.		CFS – 0.250mm	8-18%	13
Refusal	2.508 Kg/m3.		0.063um	5-11%	8
Bulk Density	2.448 Kg/m3.		Binder	3.2 - 4.4 %	3.8
			Temp Max °C	190	

UKCA	
Tarmac Holdings Limited Site Address: Whitefield Road Bredbury SK6 2QP	23
	0086-CPR-532227
	Asphalt Concrete for roads, airfields and other trafficked areas
	AC 32 DENSE BASE 40/60 DES
	Bredbury Asphalt
	18260
BS EN 13108-1:2006	

GENERAL		
Target composition	40mm	100
	31.5mm	98
	20mm	85
	6,3mm	54
	2mm	30
	0.250mm	13
	0.063mm	8.0
Target binder content	Binder Actual (B act)	B act 3,8
	Binder Min (B min)	B min 3,8
Mix temperature	Min mix temp ^{o}C	160
	Max mix Temp ^{o}C	190
Void content	Voids Vmin (trial)	V min 0,5
	Voids Vmax (trial)	V max 7,0
Resistance to permanent deformation	% WTS Air, small device	WTS AIR 1,0
	Test Temp ^{o}C	60
Stiffness	ITSM (trial) Min	Smin 1,800
Saturation Ageing Tensile Stiffness	SATS	MDI 80

This document relates to material supplied	
Plant code (plant name)	D063 (Bredbury Asphalt)
Material code (material description)	120A103D (AC 32 DENSE BASE 40/60 DES)
Date	20/10/2023
Time	12:00

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Asphalt

DECLARATION OF PERFORMANCE	
Certificate ID	18260
Unique identification code of the product type:	120A103D
Product description	AC 32 DENSE BASE 40/60 DES
Intended use or uses of the construction product	Asphalt Concrete for roads, airfields and other trafficked areas
Manufacturer	Bredbury Asphalt, Whitefield Road, Bredbury, SK6 2QP
System of AVCP	System 2+
Designated standard	BS EN 13108-1:2006
Approved body	BSI Ltd, approved certification body No. 0086, issued the certificate of conformity of the FPC No. 0086-CPR-532227.

ESSENTIAL CHARACTERISTICS

1. Adhesion of binder to aggregate	4. Resistance to fatigue	7. Reaction to fire
2. Stiffness	5. Skid resistance	8. Dangerous substances
3. Resistance to permanent deformation	6. Resistance to abrasion	9. Durability

ESSENTIAL CHARACTERISTICS	PERFORMANCE		
2, 3, 4, 5	Grading	40mm	100
		31.5mm	98
		20mm	85
		6,3mm	54
		2mm	30
		0,250mm	13
		0,063mm	8.0
1, 2, 3, 4, 5, 6	Binder Content		B min 3,8
1, 2, 4, 5	Void Content	Minimum	V min 0,5
		Maximum	V max 7,0
1	Water Sensitivity		NPD
1, 2, 3, 4	Mixture Temperature	Minimum	160
		Maximum	190
2	Stiffness IT-CY	Minimum	Smin 1,800
		Maximum	NPD
3	Resistance to permanent deformation	Small device: Slope	WTS AIR 1,0 @ 60
		Small device: Rut depth	NPD @ 60
		Large device: Rut depth	NPD @ 60
3	Maximum creep rate		NPD
4	Resistance to fatigue		NPD
6	Resistance to abrasion		NPD
7	Reaction to fire		NPD
8	Dangerous substances	www.tarmac.com	NPD
9	Resistance to fuel		NPD
9	Resistance to de-icing fluid		NPD

DECLARATION

The performance of the product is in conformity with the declared performance issued under the sole responsibility of Tarmac Holdings Ltd..

Authorised by	Signed		
David Markham Senior Manager – Asphalt Technology-Wolverhampton	D. E Markham	Plant code	D063
		Material Code	120A103D
		Date	20/10/2023
		Time	12:00

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ASPHALT DATA SHEET

Date of Issue: 09/03/2019	Date Amended:	Expiry date: 09/03/2024	
Product Designation and Categories:	AC 20 HDM BIN 40/60 DES / AC 20 DENSE BIN 40/60 DES		
Specification:	EN 13108 – 1		
Product Code:	120A206D / 120A205D		
Originating Production Unit:	BREDBURY	Laboratory Design Ref:	S78999
Mixing Plant / Plants Identification:	BREDBURY ASPHALT PLANT (D063)		

Constituents	Source/Type	Fines	FI	LA	PSV	AAV	Density	Water absorption	Magnesium Sulphate Soundness	Volume Stability
Coarse Aggregate	Tunstead Limestone	f_{nr}	<FI35	23	37	11	2.67	1.0	1	-
Fine Aggregate	Tunstead Limestone	f_{nr}					2.66	0.5		

Filler Aggregate	Limestone / Reclaimed
Bitumen	Penetration 40/60
(RA) Granulated Reclaimed Asphalt	0/20mm Granulated Asphalt

Product Properties	Details		Test Sieve	Targets & Specification % Passing	
Average in situ air void content	**2.6%**	**Vmax7%**	1.4D - 31.5mm	98-100%	100
Average air void content at refusal	**0.9%**	**Vmin 0.5%**	D - 20mm	86-100%	95
Wheel tracking result & classification 1,2 or 3 60°C Procedure B	**WTS_{AIR} 0.1** PRD_{AIR} 4.7% RD_{AIR} 3.2	**WTS_{AIR} <1.0** PRD_{AIRNR} RD_{AIRNR}	D/2 / CCS – 14mm	67-85%	76
ITSM Stiffness category	**Smin1 800 (1 800 GPa) 5085**		6.3mm		53
SATS	>80%		2mm	23-37%	30
Maximum mix density	2.536 Kg/m3.		CFS – 0.250mm	8-18%	13
Refusal	2.513 Kg/m3.		0.063um	4-10%	7
Bulk Density	2.470 Kg/m3.		Binder	3.6 - 4.8 %	4.2
			Temp Max °C	190	

Asphalt Type Test Report

Tarmac - North & Scotland

D063-Bredbury , D159 - Agecroft

120A205D AC 20 DENSE BIN 40/60 DES

	Source	Grade	PD_{APP}	LA	FI	F	AAV	WA_{24}	MS
0/4mm	Tunstead	Limestone	2.66			f22		0.5	
2/6mm	Tunstead	Limestone	2.67	25	FI35	f4	11	0.5	MS18
4/10mm	Tunstead	Limestone	2.67	25	FI35	f4	11	0.5	MS18
8/14mm	Tunstead	Limestone	2.67	25	FI35	f4	11	0.5	MS18
10/20mm	Tunstead	Limestone	2.67	25	FI35	f4	11	0.5	MS18
Bitumen	Nynas Bitumen	40/60	40/60 Pen						
Filler	LKAB Minerals	Limestone	Loose Bulk Density in Kerosene 0.8						

Product Properties	Details		Output Target Grading		
Average in-situ Voids	2.60%	Vmax 7	D 1.4	31.5mm	100
Average Refusal Voids	0.90%	Vmin 0.5	D	20mm	95
ITSM	5085 Mpa	Smin 1800	CCS	14mm	76
Wheel Trackin @ 60C	WTS_{AIR} 0.1	WTS_{AIR} 1			
	PRD_{AIR} 4.7			2mm	24
	RD_{AIR} 3.2		CFS	0.250mm	13
				0.063mm	7.0
			Binder	B_{act} %	4.2
				B_{min} %	4.3
			Temperature	Max °C	190

Issued By :

Christopher Abbott
Technical Systems Manager

Date of Issue : 09 March 2019
Re-Issue : 01 October 2020
Expires : 09 March 2024

UKCA	
Tarmac Holdings Limited Site Address: Whitefield Road Bredbury SK6 2QP	23
	0086-CPR-532227
	Asphalt Concrete for roads, airfields and other trafficked areas
	AC 20 DENSE BIN 40/60 DES
	Bredbury Asphalt
	18255
BS EN 13108-1:2006	

GENERAL		
Target composition	31.5mm	100
	20mm	95
	14mm	76
	6,3mm	53
	2mm	30
	0.250mm	13
	0.063mm	7.0
Target binder content	Binder Actual (B act)	B act 4,2
	Binder Min (B min)	B min 4,2
Mix temperature	Min mix temp ^{o}C	160
	Max mix Temp ^{o}C	190
Void content	Voids Vmin (trial)	V min 0,5
	Voids Vmax (trial)	V max 7,0
Resistance to permanent deformation	% WTS Air, small device	WTS AIR 1,0
	Test Temp ^{o}C	60
Stiffness	ITSM (trial) Min	Smin 1,800
Saturation Ageing Tensile Stiffness	SATS	MDI 80

This document relates to material supplied	
Plant code (plant name)	D063 (Bredbury Asphalt)
Material code (material description)	120A205D (AC 20 DENSE BIN 40/60 DES)
Date	20/10/2023
Time	12:00

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Asphalt

DECLARATION OF PERFORMANCE	
Certificate ID	18255
Unique identification code of the product type:	120A205D
Product description	AC 20 DENSE BIN 40/60 DES
Intended use or uses of the construction product	Asphalt Concrete for roads, airfields and other trafficked areas
Manufacturer	Bredbury Asphalt, Whitefield Road, Bredbury, SK6 2QP
System of AVCP	System 2+
Designated standard	BS EN 13108-1:2006
Approved body	BSI Ltd, approved certification body No. 0086, issued the certificate of conformity of the FPC No. 0086-CPR-532227.

ESSENTIAL CHARACTERISTICS

1. Adhesion of binder to aggregate	4. Resistance to fatigue	7. Reaction to fire
2. Stiffness	5. Skid resistance	8. Dangerous substances
3. Resistance to permanent deformation	6. Resistance to abrasion	9. Durability

ESSENTIAL CHARACTERISTICS	PERFORMANCE		
2, 3, 4, 5	Grading	31.5mm	100
		20mm	95
		14mm	76
		6,3mm	53
		2mm	30
		0,250mm	13
		0,063mm	7.0
1, 2, 3, 4, 5, 6	Binder Content		B min 4,2
1, 2, 4, 5	Void Content	Minimum	V min 0,5
		Maximum	V max 7,0
1	Water Sensitivity		NPD
1, 2, 3, 4	Mixture Temperature	Minimum	160
		Maximum	190
2	Stiffness IT-CY	Minimum	Smin 1,800
		Maximum	NPD
3	Resistance to permanent deformation	Small device: Slope	WTS AIR 1,0 @ 60
		Small device: Rut depth	NPD @ 60
		Large device: Rut depth	NPD @ 60
3	Maximum creep rate		NPD
4	Resistance to fatigue		NPD
6	Resistance to abrasion		NPD
7	Reaction to fire		NPD
8	Dangerous substances	www.tarmac.com	NPD
9	Resistance to fuel		NPD
9	Resistance to de-icing fluid		NPD

DECLARATION

The performance of the product is in conformity with the declared performance issued under the sole responsibility of Tarmac Holdings Ltd..

Authorised by	Signed		
David Markham Senior Manager – Asphalt Technology-Wolverhampton	D. E Markham	Plant code	D063
		Material Code	120A205D
		Date	20/10/2023
		Time	12:00

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Applications & Aftercare

Applications

Operation of the laid finish is relatively benign and requires little consideration under use.

Normal applications for asphalt surfacing are:

- Carriageways
- Access Roadways
- Footpaths
- Car Parks
- Playgrounds
- MUGA's

Weight restrictions will apply and will be dependent upon the thickness and the sub-base depth, as specified by the Designer.

After Care

Once the rolling process of the newly laid asphalt material has been completed, there may appear to be staining/brown mark on the surface. This is caused by the water used in the rolling process to stop the roller from sticking to the new surface. These marks usually disappear after a few days and do not, in any way, affect the performance of the material.

The asphalt material, in general, requires no preventative maintenance other than road sweeping to remove debris and chippings, which may potentially cause a temporary hazard to pedestrians and/or traffic, i.e. traffic may skid, if present.

After Installation

The material should be protected from construction and maintenance trades involving heavy plant and equipment.

Coloured Material (i.e. not black) – particular care and protection measures to coloured asphalt areas should be made as any new building or landscaping works on site may place the material finish at risk.

Porous Material – loose building and landscaping materials should be prevented from being dropped onto the surface as these may clog the pores within the asphalt.

Any new building or landscaping works on site may place the system at risk, hence an effective protection method should be agreed with all trades using the system area, in particular, those requiring heavy plant, equipment and materials which may damage or clog the surface.

General/Routine Cleaning & Maintenance

Asphalt surfaces should be periodically inspected and weed treated, where necessary.

Litter, leaves, debris etc. should be swept away. The periodic use of a mechanical sweeper is permitted.

The surface of the material can be, once swept, brushed with cold or lukewarm water and a brush. A cleaning solution may be used, however, it should be noted that water-based solutions are preferred and a small discrete are should be tested before treating larger areas.

The use of powerful jet/pressure cleaners and/or aggressive brushing techniques should be avoided for prolonged periods to remove dirt and stains is not recommended as this could cause the dislodging of chippings from the surface.

Porous Material – traditional pressure washing equipment should not be used on this surface as it forces the dirt deeper into the asphalt pores.

Oil & Chemical Spillages

Bituminous bound materials are resistant to occasional spillages/droppings, however, significant spillages of oil based products could lead to the softening of the material. If left in contact with the asphalt, any oil product will dissolve into the bitumen binder and soften it. Where oil spillages have occurred the best course of action is to soak up the oil before it has time to damage the asphalt. Use the best material close to hand to do this such as cat litter, sawdust, dry sand, paper, cloth or oil absorbing granules.

If the oil has already penetrated the asphalt material, you should protect the surface from stress, keeping traffic off it where possible, and give the contaminant time to evaporate away. With petrol this can be very rapid, whereas diesel and heavier oils will take several months to evaporate but should eventually return to normal. Such spillages will leave marks, however, over time these should diminish.

Great care should be taken when trying to wash away these marks, as this could also wash away the asphalt material itself.

Porous Material – high levels of spillage or long term deposits of oil and fuel may force minor repairs to the system layers. An experienced competent contractor should be employed.

Point Loading, Trailers, Caravans, Motorbikes & Ladders

The jockey wheels of trailers and caravans and feet of ladders and chairs concentrate a large load over a small area and can cause indentation in the asphalt material. Newly laid and warm south facing areas are particularly prone to this kind of damage.

It is recommended that you use items such as a block of wood, a plank, a sheet of plywood or a paving slab to spread the load.

Hot Weather

As traditionally, the asphalt material is black, during the hot sunny weather it can absorb heat and become quite hot. Under such conditions, the bitumen binding agent becomes softer and surface becomes more prone to “scuffing” from tyres and indentation from point loading from ladders and the like. It is sensible to take care not to overstress the asphalt surface in hot weather, particularly by the sharp turning of wheels with power steering when the vehicle is not moving as this can distress the surface. This is particularly important in the early life (the first summer) when it will be black, shiny and prone to soften. As the black asphalt material ages, the surface will turn grey and the material will harden and the risk of damage will be much less. It is wise however, to remember that there is always a risk of such damage in hot weather.

Whilst the scuffing damage may give you a cause for concern, it is usually only superficial and will largely disappear as the surface which has been “turned”, weathers and blends into uniform appearance.

The guidance is particularly appropriate to sheltered south facing areas where surfaces retain heat for longer periods and also to heavy vehicles.

Winter Maintenance

Winter maintenance can be undertaken using BS3247 Fine Grade 6.3mm rock salt.

Porous Material – effective dispersal of the rock salt across the surface is highly recommended to aid in the reduction of the clogging of the pores. It is recommended that the applicators or spreaders be employed.

Advice should be noted that following applications to the coatings covering the material surface, i.e. snow, ice, etc. that once these have thawed any remaining residues may cause permanent discolouration.

Snow clearance by unmodified or general plant must be prohibited. All clearance equipment such as JCB type loading shovels or tractors should use either plastic/rubber ploughs or buckets protected with rubber sheaths to prevent damage to the asphalt material surface.

Weeds, Vegetation & Soil Debris

Older surfaces can be prone to the growth of vegetation through the asphalt surface. The best course of action is to first kill this by means of a systematic weed killer. Carefully remove the dead foliage by scraping but DO NOT attempt to put out the roots as this could disturb the asphalt material.

Gardening Products

It is recommended that should any gardening products need to be placed onto the asphalt material surface that a plastic sheet covering is laid down first to prevent clay and soil getting suck into the surface which could present you with a difficult cleaning problem.

In extreme cases clay ingrained into the surface texture of the asphalt material can cause damage by shrinkage when it dries.

If any soils or sand are deposited directly onto an asphalt material surface they should be carefully brushed away whilst dry and the remainder removed with water and a stiff bush.

Porous Materials Only

During a period of heavy rain, an annual assessment of the surface should be undertaken to identify any areas which over time begin to hold water. Should any areas of ponding begin to show over 50% of the total surface area, our suppliers recommend Hydraulic Conductivity testing is undertaken and an appropriate course of cleaning agreed.

Trials show that silts and detritus materials build up just 30-40mm from the surface, travelling no deeper. As such they can be easily removed by hydro cleaning, a specialist process detailed below.

Any systems which comprise flow control devices and other related SUDS components should also be inspected to ensure they continue to operative free from litter or debris.

Restoring Permeability through "Hydro" Cleaning

Under controlled pressure these machines jet water into the surface to agitate the solids back into suspension and then under intense vacuum draws them out of the surface, restoring hydraulic conductivity level some thirty times more than that required for a very heavy UK storm event.

Although the speed of silting is largely linked to the number of vehicle movements across the surface and end use, on most "trafficked" sites cleaning is not anticipated until years eight, nine or ten. Experience thus far shows that even systems subject to constant aggregate spills and high vehicle movements did not show signs of pooling until year six.

Although more specialist than a traditional road sweeper, this jetting plant is readily available for hire across the UK.

Lifespan

With time and ageing, any breaks or potholes and/or when excess wear or damage arises the asphalt surface should be repaired by a suitable competent asphalt contractor using recognised New Road and Streetworks Act reinstatement methods.

Road Markings

General rain and traffic will keep markings clean.

Brush markings approximately every 6 months.

Wash with soapy water, when required. This can be by powerwash but not for prolonged periods.

Wear assessment/visual inspection from approximately 6 months onwards.

Wear will depend upon the volume of traffic.

Refresh the markings when visual wear shows.

First Aid Measures

Contact With Skin

The material once set and dried is relatively harmless.

However, during the hotter summer months, should anyone come into contact with the softened bitumen binding agent, the best way to remove the bitumen from skin, without using chemicals, is to:

1. Rub ice over the tarred area to harden it.

If you are in no pain, let the tar dry completely on the skin. Tar is easier to peel from skin once it has completely hardened and begins cracking.

2. Peel off the dried tar from the skin.

Keep peeling at the pieces of tar until you remove it all. This may feel a little uncomfortable or even painful if the tar is covering hair, because you will remove hair with each tug.

3. Wash the area with soap and water to remove any remaining tar fragments or residue.

Stains from the tar may remain on your skin. You may be able to wash the stains off with soap and water, skin scrubber or cleaning solution.

Warranty / Guarantee

Warranty/Guarantee

Huyton Asphalt offers no additional warranties other than those provided by the Supplier (normally 12-month defect).