

COLOURED SURFACE SPECIFICATION

1. LOCATION

Underlying Bus Stops on Carriageway areas.

2. TYPE OF BINDER

Modified Rosin Ester Polymerised with thermoplastic rubber and acetate co-polymer blended to comply with a minimum softening point of 90 degrees Celsius and a maximum flow resistance of 1% at 60 degrees Celsius.

3. CHIPPING SIZE

Shall contain graded green aggregate, washed and dried to a moisture content of less than 1%. The amount of green aggregate incorporated in the applied material shall not be less than 55%. The grading of the mixed aggregate and extender shall be as follows :-

BS Sieve	4.75mm	2.36mm	1.18mm	600um	75um
% Passing	90-100%	65-95%	40-65%	25-45%	5-15%

The polished stone value (PSV) of the aggregate shall be a minimum of 65.

4. REQUIREMENT FOR ROLLING

As manufacturer's specification.

5. OTHER SPECIAL

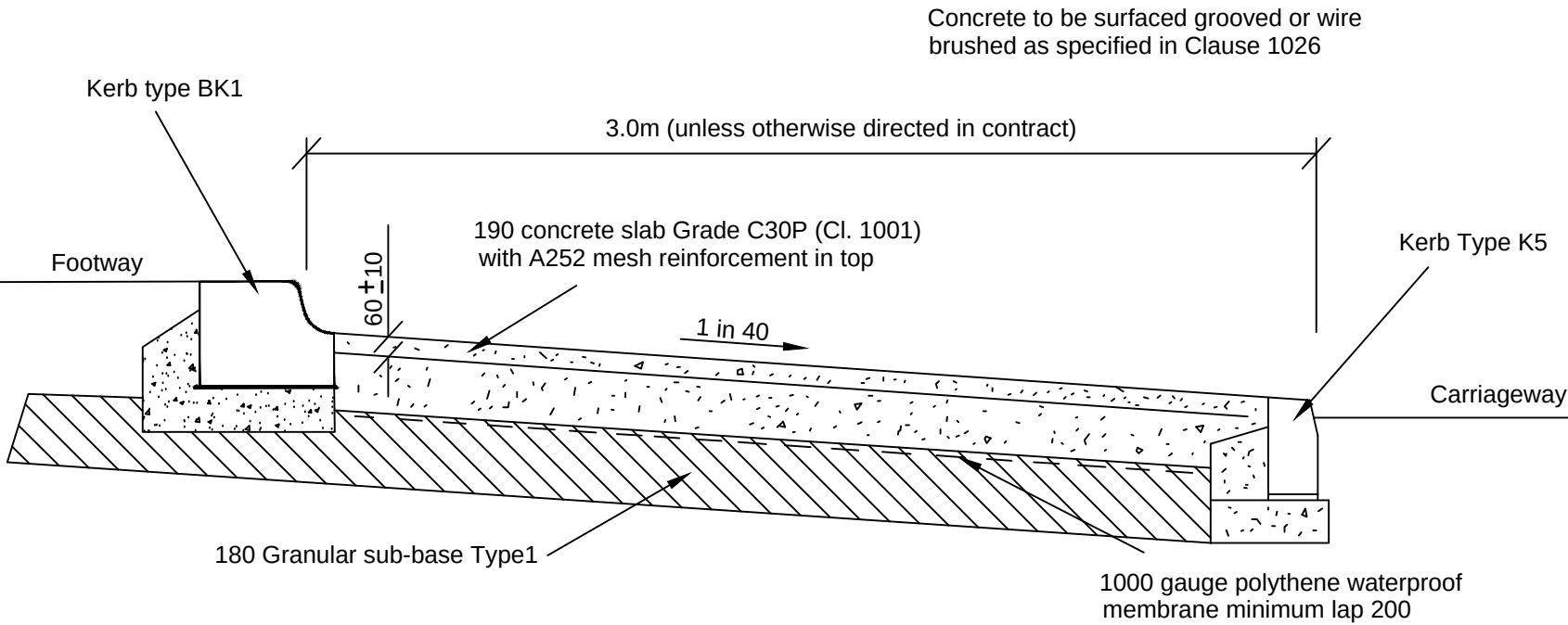
The dressing is to be a screed applied surface treatment manufactured from a plasticised rosin ester and polymer incorporating a specially selected high PSV green aggregate and mineral extender. The material provides a well textured durable matrix typically 5mm thick which meets the requirements for skid resistance and texture depth.

The surface to be treated shall be dried and cleaned using a hot compressed air lance with a velocity of 400-600 mps and a lance head operating temperature of 800 degrees Celsius. All dust, laitance and loose foreign matter shall be removed. Unless otherwise directed by the Engineer all existing road markings, iron work and studs shall be suitably masked.

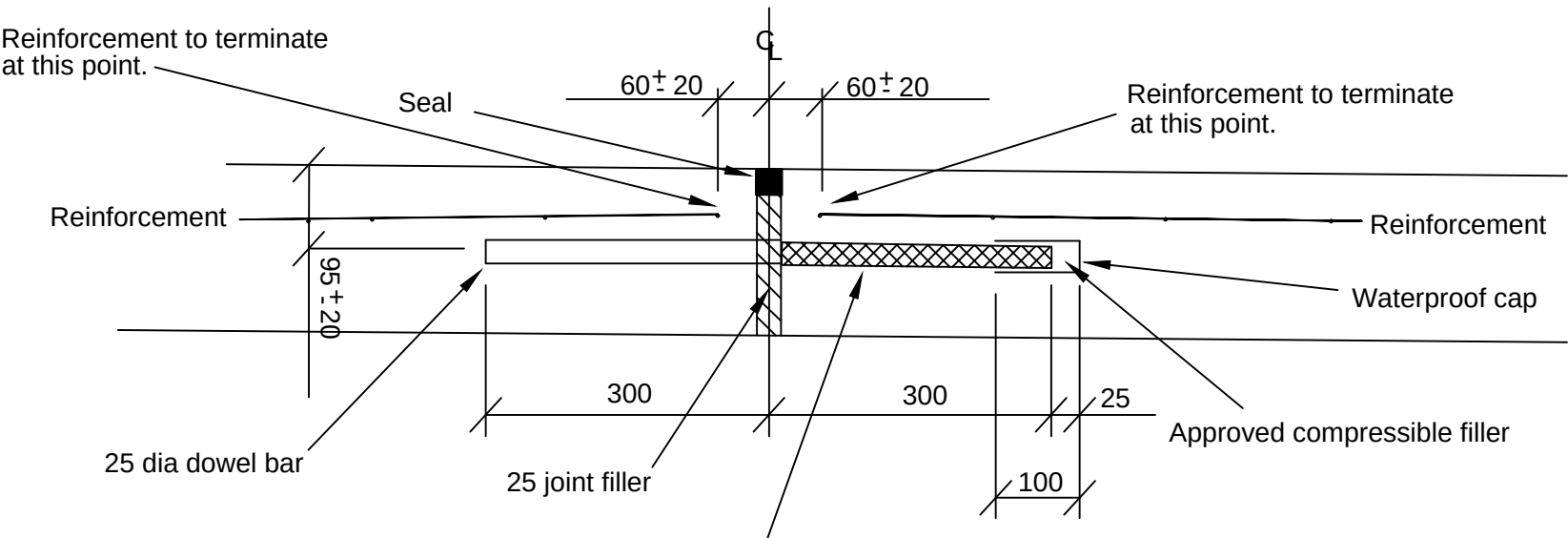
The material shall be loaded into a preheating mixer fitted with positive temperature control, mechanical agitation via horizontal hydraulically driven stirrers, raising the temperature to between 170 - 190 degrees Celsius. The material shall be poured into a screed box of appropriate size (200-600mm) with a suitably designed trailing edge and applied by combing transversely across the road surface, allowing the high PSV aggregates to be evenly distributed to provide a well textured, durable skid resistant surface. The treated road should not be open to traffic until at least 30 minutes have elapsed and the treated surface has reached the ambient temperature of the adjacent road surface.

6. SURFACING WIDTH

For lane widths less than 6.0m, the coloured surface is to extend to the centre line of the road.



TYPICAL SECTION THROUGH BUS BAY



Dowel bar covered with a thin plastic sheath for length of 350mm, sheathing to be as specified in CI 1011.7

EXPANSION JOINT DETAIL IN BUS BAY

NOTES

A3

- 1 THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.
- 2 All dimensions in millimetres unless otherwise stated.
- 3 Expansion joints comply with Clause 1009 (8).
- 4 Joint seal to be 'Thioflex 600' or similar approved.
- 5 Seals to comply with Clause 1018.
- 6 Joint filler to be 'Expandafoam' or similar approved.
- 7 Dimensions of sealing groove at joint shall comply with Clause 1018 Table 1014.
- 8 Dowel bars shall be placed at 300mm.
- 9 A cover of 60 + 10 shall be given to the reinforcement in accordance with Clause 1101 measured from the top.
- 10 Expansion joints to be provided at ends of triangular splays (2 No) and at regular spacings not exceeding 25m.

Rev	Details	Dr	Ch	Ap	Date
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Client



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Project ACCESSIBILITY BUS STOPS

CONSTRUCTION DETAILS
BUS BAY

File No.	Financial Code No.
Drawn AH	Checked Approved
Date Jan'05	Date Date
Scales	Not to scale
Drawing No.	SD / B / 004