VIAFIX COMPLIANCE UNDER NEW (April 2010) NRSWA/SROH SPECIFICATIONS FOR CORING

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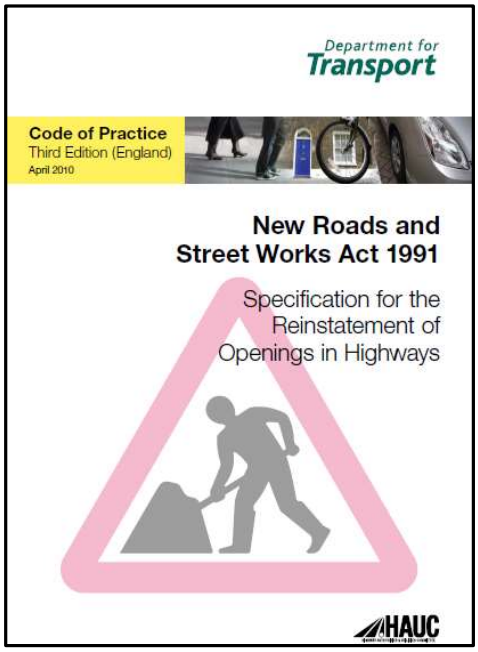
All HAPAS-approved Permanent Cold Surfacing Materials (PCSMs) must be recertified to prove they are coreable (regardless of old BBA/HAPAS certificates). Viafix can be laid in water or below freezing and be cored in 24 hours. Under the Act road clients can defect any non-coreable material.



Data extracted from SROH: April 2010, pages 102 & 143

http://assets.dft.gov.uk/publications/sroh/sroh.pdf

A2.4 Cold-lay Surfacing Materials

A2.4.1 **Permanent Cold-lay Surfacing Materials (PCSMs)**
1) Only PCSMs with a current HAPAS certificate shall be used for the permanent reinstatement of openings.

A8.3 Bituminous Mixtures
All bituminous mixtures for permanent reinstatements permitted in Appendix A2 shall be compacted to the in-situ air void requirements of Section S10.2.3. Guidance on compaction procedures that may be capable of achieving the specified air voids values is given in NG A8
Compaction should be discontinued if the mixture shows any signs of distress, regardless of whether the minimum number of passes suggested in NG A8 have been applied; see Section NG10.2.3.
Compacted materials shall be capable of being wet flush cored as follows:
i) hot materials – upon reaching ambient temperature;
ii) PCSMs – at 6 months from the date of the permanent reinstatement.

Viafix core – taken just 24 hours following compaction

Alternative HAPAS approved PCSM – Coring attempt made 24 months following compaction.
Coring carried out by Surry CC materials Laboratory

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Web: www.viatec-uk.com see live reports on YouTube & Vimeo

Comparison of Viafix and competitor's HAPAS Cold Lay Trial: Installed April 2007 – Revisited September 2011

Cheaper, HAPAS-approved products are available, but if they fail in service or from coring, they will cost you a lot more.

VIAFIX water activated cold surfacing material

Above: Viafix repair at +4 years after a monitored and audited trial, class 2 dual carriageway. Viafix demonstrates excellent long-term stability and skid resistance

Below: Market leading permanent cold surfacing material, also at 4-years post repair on the same location. Images demonstrate severe failures including lack of rut and skid resistance and loss/migration of binder and aggregate.

THE COMPETITION: A competitor's 'cheaper alternative' but also HAPAS approved permanent solvent-based cold surfacing material

This trial installation, for both Viafix and the 'market leader', was undertaken by the county maintenance contractor (overseen and supervised by the county's materials laboratory) on the same day and under the same conditions. Full details of this trial including comprehensive laboratory analysis of samples and site reports taken at six-month intervals are available from Viatec –contact details below.

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Surrey Highways – Two Year Trial Results

The Surrey Highways Material Testing laboratory carried out a proprietary material trial for Viafix, against standard close graded macadam (AC10 close surf) and an existing BBA/HAPAS approved PCSM. The full 24-month report is available on request; however, their conclusions follow:

0/10 Viafix

Excellent performance when compared to the control material, a standard hot mix (0/10CGSC) AC10 close surf. The 0/10 Viafix performed better than the control material with regard to retained surface texture and RLAT (Repeated Load Axial Test) but slightly less well with regard to ITSM (Indirect Tensile Stiffness Modulus)
The 0/10 Viafix material when installed correctly can perform very well and although not as stiff as the control material it is less likely to deform. Visually neither material appeared to deform to any degree.

0/6 Viafix

Good performance for a 6mm material with similar RLAT figures to the control AC10 close surf material, but with less stiffness. The 0/6 Viafix performed as well as the control material with regard to RLAT (Repeated Load Axial Test) but slightly less well with regard to retained surface texture and ITSM (Indirect Tensile Stiffness Modulus).
The 0/6 Viafix material when installed correctly can perform well and although it is not as stiff as the control material it is similarly unlikely to deform. Visually neither material appeared to deform to any noticeable degree.

0/10 BBA/HAPAS approved PCSM

This materials performance was surprisingly poor. Only on the least trafficked site did the material retain its integrity. With the higher traffic volumes, the material on the two other sites very quickly fatted up and deformed to such an extent that it could have become a danger and require replacement before the end of the trial. Fortunately, the patches just retained enough material not to reach the replacement criteria. Throughout the duration of the trial several attempts were made to core the material, it was not possible to extract any core suitable for testing.

AC10 close surf (10CGSC)

This well proven tried and tested control material performed consistently well throughout the trial.

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